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# The Hongkong Telegraph

WEATHER FORECAST  
FAIR.  
Barometer 30.04.

(ESTABLISHED 1881.)

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October 27, 1916. Temperature 6 a.m. 73 2 p.m. 81  
Humidity 83 61

October 27, 1916. Temperature 6 a.m. 73 2 p.m. 77  
Humidity 83 70

7496 日一初月九

FRIDAY, OCTOBER 27, 1916.

五拜禮 號七廿月十英港 SINGLE COPY 10 CENTS  
\$3.6 PER ANNUM.

## TELEGRAMS CONDENSED.

MR. ASQUITH SAYS ALLIES ARE DOING EVERYTHING TO HELP RUMANIA. THE RUMANIANS ARE REPORTED TO HAVE BLOWN UP CERNAVODA BRIDGE. THE ENEMY PRESSURE IN THE DOBRUDJA HAS WEAKENED. THE RUMANIANS HAVE ARRESTED THE PRESSURE ON THE N.E. FRONT. THE RUSSIANS OCCUPIED THE TOWN OF BIDJAR, IN THE CAUCASUS. AEROPLANES ATTACKED RAILWAY FROM CONSTANTINOPLE TO SALONICA. THE ENEMY HAS BEEN EVERYWHERE HEAVILY REPULSED IN MOLDAVIA. NEAR CONFLANS A FRENCH AIR PILOT ATTACKED AN ARTILLERY COLUMN. GERMAN STEAMER INTERFERED IN U.S. TELEGRAPHED TO SUBMARINES. THE BRITISH IN FRANCE RAIDED TRENCHES AND TOOK PRISONERS. A FRENCH COMMUNIQUE SAYS THE VERDUN SITUATION IS UNCHANGED. THE GERMANS HAVE TAKEN 12 INDIAN OFFICERS AND 667 MEN. THE TURKS HAVE TAKEN 195 INDIAN OFFICERS AND 654 MEN. THE FRENCH OFFENSIVE TOOK THE TROOPS BEYOND THEIR OBJECTIVES. THE AWARD OF FIFTEEN VICTORIA CROSSES IS ANNOUNCED. MR. HUGHES DENIES THAT HE IS SEEKING THE HYPHENATE VOTE. A FIRE DESTROYED ST. ELIZABETH HOSPITAL AT FARNHAM, IN CANADA. NO FURTHER PAPERS WILL BE PUBLISHED ON CEYLON RIOTS.

[All telegrams appearing in large type are the latest, having been received during the course of the day. Those in small type have come through over-night.]

## THE ALLIED OFFENSIVE.

French Do Better Than Expected.

[Reuter's Service to The "Telegraph."]

October 25, 7.00 p.m.

A Paris communique says:—The offensive timed to take place some days ago had to be postponed on account of the weather. Apparently the enemy was surprised by an avalanche of heavy shells. The order to attack was given at 11.40 o'clock and was supported by extremely violent artillery. General Mangin, seeing the attack was particularly successful in the centre, ordered the continuance beyond the objective, with the result that Douaumont was soon surrounded. But the garrison was fiercely defended, and the terrible struggle continued into the evening, the French bayoneting the Boches as they were serving the guns. The French right also got beyond the objective, winning a more extensive victory than the Command thought possible.

French Converging Movement.

October 26, 9.20 a.m.

A semi-official message from Paris states that the French progress in the Fumini and Chenoin woods is in part a converging movement and is now closely pressing Fort Vaux, the sole point in the advanced line of defence covering Verdun, to the east of the Meuse, still in the hands of the enemy.

British Raid Enemy Trenches.

October 26, 1.20 p.m.

General Sir Douglas Haig, in a communique, says:—During the night there was heavy enemy shelling between Eaucourt l'Abbaye and Les Bœufs and in the neighbourhood of the Staff and Zollern Redoubts. Enemy trenches were successfully raided near Monchy and also north-east of Arras. Considerable damage was done and prisoners were taken.

French Air Pilot's Achievement.

October 26, 4.05 p.m.

A Paris communique says:—The situation is unchanged at Verdun. The enemy has violently bombarded the Vaux and Douaumont sectors. A German aeroplane was brought down at Vauquois.

A French pilot attacked an artillery column, on the road from Conflans to Esne, from a height of a hundred metres. The drivers fled, abandoning the teams.

U.S. AUTHORITIES TRICKED.

October 26, 9.20 a.m.

Reuter's co-representative at New London saw that intercepted letters from London show that the interned German merchantman Willhad has been used for telegraphing to German submarines on the American coast, though the wireless had been officially sealed. The authorities have, apparently, been tricked.

FIFTEEN VICTORIA CROSSES AWARDED.

October 26, 3.20 p.m.

The Gazette states that fifteen Victoria Crosses have been awarded. The recipients include:—Major J. V. Campbell, Coldstream, and W. L. Congreve, late of the Rifle Brigade; Captain W. B. Allen and N. G. Chavasse, both R.A.M.C., and A. C. White, York-shires; a lieutenant, a second-lieutenant, six non-commissioned officers and men, and two Canadian privates.

Major Campbell received the V. C. for most conspicuous bravery and for his able leading of an attack. Seeing the first two waves of his battalion decimated by machine-gun and rifle fire, he took personal command of the third line, rallied his men and, with the utmost gallantry, led them against the enemy machine-gun, capturing the guns and killing the personnel. Later, he again rallied the survivors of his battalion, and led them, at a critical moment, through a very heavy fire, to the capture of a critical position, through a very heavy fire, to the capture of a critical position, through a very heavy fire, to the capture of a critical position.

## TELEGRAMS.

IN THE BALKANS.

A Bridge Blown Up.

[Reuter's Service to The "Telegraph."]

October 26, 3.15 p.m.

An unconfirmed wireless telegram from Rome states that the Rumanians have blown up the Cernavoda bridge across the Danube.

Enemy Pressure Weakening.

October 26, 2.05 p.m.

A Russian communique reports that enemy pressure in the Dobrudja has weakened. The Rumanians have succeeded in arresting the pressure on the north-eastern front.

In the Caucasus, after stubborn fighting, we occupied the town of Bidjar, to the north-west of Hamadan.

Naval Aeroplanes Attack Railway Stations.

October 26, 2.05 p.m.

It is officially announced that naval aeroplanes attacked in force, on the 23rd and 24th inst., the railway stations at Bak and Drama, on the railway from Constantinople to Salonica. Considerable damage was done to rolling stock. One aeroplane failed to return from Bak.

French Occupy More Villages.

October 26, 4.20 p.m.

A French official message from Salonica says:—Our cavalry, supported by infantry, occupied bridges at Zvezil, and the villages of Golobroa and Laisica, south-west of Lake Prespa.

Rumanians Repulse Enemy.

October 26, 5.50 p.m.

A Romanian communique says:—After violent combats, the enemy was everywhere heavily repulsed on the western frontier in Moldavia, where he now occupies but a small portion of the territory, in the region of Trotus Pass and Usul Valley. We repulsed violent attacks south of Predal and south-west of Brasso.

The enemy progressed west of Jail Valley.

The Allies and Rumania.

October 26, 5.40 p.m.

In the House of Commons, replying to Sir Edward Carson, Mr. Asquith said it was impossible, or, at any rate, undesirable, to say more than that the situation in Rumania is engaging the most anxious attention not only of Britain but of the Allies, who have taken for many weeks, past and are at present taking, every possible step to support their gallant comrades in the splendid struggle they are making. He deprecated unduly pessimistic views, for all the Allies were doing, in concert, all in their power to help Rumania in her struggle for independence. (Cheers.)

A German Claim.

October 26, 12.00 p.m.

A Berlin official announcement claims the seizure of Vulcan Pass.

INDIAN PRISONERS.

October 25, 7.00 p.m.

In the House of Commons, Mr. Forster said the Germans had made prisoner twelve Indian officers and 667 men, while the Turks had taken 195 officers and 654 men.

Mr. Forster said that two officers and seven men taken prisoner by the Germans were in Switzerland. The camps in which Indians were interned in Germany were those of Zassen, Muenster, Osnabrueck, Friedrichsfeld and Wahn. Eight prisoners were exchanged.

The numbers given as taken prisoner by the Turks were those of which the Army Council had definite knowledge. In addition, there was a considerable number of Indians of the Kut garrison, of whom there was no definite news. The prisoners were at Afon-Kara Hissar, Rasolain, Brongea, Yegad and Ekinchehir. There was a certain number of hospital cases at Bagdad. Six officers and 1,139 men had been exchanged.

INDIAN AFFAIRS.

October 25, 8.30 p.m.

In the House of Commons, in reply to Mr. Lambert, Mr. Chamberlain stated that electric light and fans would be installed in the hospital at Barrackpore before the next hot weather came in. The Raj had reported the taking up of electrification schemes as quickly as the staff and materials available permitted. The medical authorities were determining the order and urgency of the schemes.

Mr. Yate asked what was being done regarding the case of K. E. Fry, of the Public Works, and Mr. Chamberlain replied that the Raj had been asked to expedite the transmission of a memorial. In reply to Mr. Morrell, Mr. Boser Law said he saw no reason for publishing further papers about the Ceylon riots, but would ask for a report and investigation in the cases of Goone Wardens, Goone Sekera and Perera.

QUARANTINE RESTRICTIONS.

October 26, 12.00 p.m.

The Consul General at Alexandria reports that quarantine is imposed on arrivals from Basra.

INTERESTING LANGUAGE RECORDS.

October 26, 12.00 p.m.

Sir George Grierson gave gramophone records to the Asiatic Society yesterday of languages of the aborigines of Chota Nagpur and Santal Parganas which were taken by order of the Behar-Orissa Government. Sets of records will be available for students at the India Office, the British Museum and the Asiatic Society. It is hoped that other local Governments in India will follow the example of Behar.

## TELEGRAMS.

THE JUTE QUESTION.

[Reuter's Service to The "Telegraph."]

October 26, 12.00 p.m.

The Times learns that a meeting of the Dundee jute importers resolved to suggest that the War Office should abandon the scheme for the Government buying of jute, and that spinners should buy their own jute, provided the Government requisitioned tonnage.

GERMAN WOMEN AND CHILDREN.

October 26, 12.00 p.m.

In the House of Commons, Mr. Samuel stated that 12,350 German women and children had left Britain since the war.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

THE ALLIED OFFENSIVE.

Enemy Artillery Active.

October 25, 11.40 p.m.

An official communication from General Sir Douglas Haig states:—Rain fell again during the greater part of the day. South of the Ancre the enemy artillery has been active, especially in the neighbourhood of Le Sars and Eaucourt l'Abbaye. There has been intermittent reciprocal shelling elsewhere.

Counter-Attacks at Verdun Repulsed.

October 26, 1.20 a.m.

An official message from Paris states:—North of Verdun the enemy delivered three successive counter-attacks in the Haumont and Douaumont region. None succeeded. Our front everywhere was maintained. We continued our progress east of Fumin wood and north of Le Chenoin.

The unwounded prisoners so far counted exceed 4,500. There was nothing important elsewhere. Eleven British bombardment aeroplanes accompanied by five protecting aeroplanes at midday on 23rd inst. bombarded the blast furnaces at Hagondange, on which they threw 1½ tons of projectiles. Several fires were caused. The aviators observed that the French aeroplane raid there the previous night did much damage.

IN THE BALKANS.

Rumanians Repulse Attacks.

October 25, 6.50 p.m.

A Rumanian communique states:—In the Uzul valley the battle continues. We here advanced westward and took 200 prisoners.

In the Oitza valley we completely repulsed the enemy beyond the frontier and took 150 prisoners. We repulsed attacks east of the River Alti, where we continue to press the enemy northward. We needed a little ground in the region of Vulcan Pass.

SPEEDING UP COAL PRODUCTION.

October 25, 8.00 p.m.

Mr. Asquith has addressed three thousand representatives of the coal mining industry. He appealed for the elimination of avoidable absences, whereby five per cent. of time was now being lost. If this were made up the present deficiency in output would be remedied. The output had progressively decreased since the war, although the importance of coal to carry on the war was only second to the importance of having men. The meeting passed a resolution pledging the employers and workmen to do everything in their power to increase the output.

MORE NORWEGIAN STEAMERS SUNK.

October 26, 2.25 a.m.

The Norwegian steamers Rayn, Ansgaring and Dagdetronjinn have been sunk. The crews were saved. The Edam, mentioned on 24th inst., is now reported as having been sunk. The crew was taken to Emden.

## ROTTEN POTATOES FOR THE ARMY.

Why the war is costing £5,000,000 a day.

The Government have made large purchases of potatoes for export to our troops in France. One day recently Mr. Dale, of Sandloft Grange, Lancaster, was instructed to load twenty tons at once. Mr. Dale told the Purchasing Officer that those he was then delivering were the most delicate variety grown, "green on the top, tender in the skin, already a little diseased, and utterly unfit for export." The same day Mr. Dale received a letter from the head office at York intimating that the shipment, some 2,000 tons in all, would take a fortnight before it was completely loaded. The potatoes would be at least another week in the ship's hold before unloading in France, and even then they would have to be distributed.

"I have no hesitation in expressing the opinion," says Mr. Dale, "that practically the whole consignment will be perfectly rotten." Another consignment of 2,000 tons of the same variety was despatched under the same conditions the week previously.

"We are told," Mr. Dale sums up, "that the war is costing us six millions a day, and no wonder if public money and farm produce are wasted like this. £25,000 these two consignments of potatoes will cost the British taxpayer, and the troops will still be without potatoes fit for human consumption." Wherever you turn, in the conduct of the war, you find this reckless, crack-brained, wasteful waste; and all the time the Government, with their tongues in their cheeks, are preaching economy and allowing the prices of foodstuffs and general commodities to soar higher, and higher, utterly helpless and, as one would think, callously indifferent to the financial and physical strain on the less well-to-do classes of the community. What an unconscionable shame it all is!—John Bull.

## TELEGRAMS.

U. S. POLITICS.

Mr. Hughes and the German Vote.

[Reuter's Service to The "Telegraph."]

London, Received, October 27.

According to Reuter's correspondent at New York, Mr. Hughes, the Republican candidate, replying, at Brooklyn, to the Democrats' charges that he is endeavouring to win the votes of the hyphenates, declared that he did not want the support of anyone who would not instantly champion the rights and interests of America against any country which desired that foreign aggression should be immune from, or foreign influence should sway, the power of the nation. If elected, he would maintain unshakingly American rights on land and sea, while dealing with all nations in most absolute fairness.

CANADIAN HOSPITAL FIRE.

Inmates' Narrow Escape.

London, Received, October 27.

Reuter's correspondent at Farnham, Quebec, reports that a fire, attributed to a defective chimney, has destroyed St. Elizabeth Hospital.

Most of the 350 persons in the building escaped by jumping from the windows.

Twenty-five children were injured by jumping from the third story to the pavement. Five children were killed and fifteen are missing.

EAST INDIES REBELLION SUBSIDING.

London, Received, October 27.

Reuter's correspondent at the Hague says that official information indicates that the rebellion at Djambi has practically ended. The ringleader has been captured.

OBITUARY.

London, Received October 27.

The death is announced of Sir John Muir-Mackenzie, K.C.S.I., formerly Director of Agriculture in India, a member of the Executive Council of the Government of Bombay, and acting Governor of Bombay. He retired from the Indian Civil Service in 1910.

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DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Gymkhana Meeting.—Happy Valley; 3.15 p.m.  
Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.  
Monday, October 30.  
Dairy Farm Co., Ltd.—Extraordinary general meeting; noon.







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LAVENDER TALCUM

1 lb. Size for \$1.00

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KEEPS THE SKIN COOL AND HEALTHY.

A. S. WATSON & Co., Ltd.,  
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Telephone No. 16.

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## BIRTHS.

FERGUSON.—At Chumor Estate, Chemor, Perak, on the 15th inst., to Mr. and Mrs. J. S. Ferguson, a son.  
EDIE.—September 13, in Edinburgh, wife of J. W. Edie, Borneo Company, London (late of Bangkok), a son.  
HELLINGS.—September 6, at Claygate, wife of S. C. Hellings, Malacca, a son.

## MARRIAGES.

ALLEN—CRAWFORD.—On the 14th October, at St. Mark's Church, Seremban, by the Rev. E. L. Danson, Lucien Arthur Allen, of Seremban, to Elizabeth Maude, youngest daughter of William Crawford, of London.

GOONING—DE SOUZA.—On the 17th October, 1916, at the Church of St. John the Evangelist, Kuala Lumpur, Alice Josephine, elder daughter of Robert and Guilhermina Gooning, of Kuala Lumpur, with Alexander George, son of George Remedios and Guilhermina De Souza, of Singapore.

## ACKNOWLEDGEMENT.

Mrs. D. B. Antonio wishes to thank all those who attended the funeral of her son, Mr. F. F. Antonio, and also to express her acknowledgements for their kind sympathy and for the beautiful wreaths sent.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, OCTOBER 27, 1916.

### THE COLONY'S ROADWAY DEVELOPMENT.

The general progressive development of the Colony is a matter which concerns, or should concern, all who make their abiding place here, even if it be only for a relatively brief period of time. Different people will naturally have different conceptions as to how that development can best be attained, but there is one direction in which it can be encouraged whereby the benefits may be shared by each and every one of us. That is in the improvement and extension of the roadways of the Colony, both on the island and on the hinterland across the harbour. When we stop and think of what Hongkong must have been like in this respect some forty or fifty years ago, and how well it is now supplied with good roads, we cannot help paying a tribute to those who, one after another, have contributed to the wonderful improvement which is now so apparent. And, incidentally, we must not forget the oft-despised coolie for the carrying out of all the toil and manual labour which the schemes adopted have of necessity entailed.

Admirable as is the progress which has been made in the past, it is satisfactory to feel that the Government has set itself a well-defined and liberal programme for the future. The war has, of course, very materially hindered development, and even now it is generally recognised that, at a time like the present, it would not be sound policy to spend huge sums on undertakings which, though beneficial, can scarcely be brought under the heading of matters of real urgency. Step by step, the roadway round the island is being pushed forward, and the progress being made in this locality should help in the ultimate development of the southern side of the island as a residential area. After the war, we hope to see this scheme put on a practical basis. Then, on the other side of the harbour, the roadmakers are to be busy in the future, and the coming year's programme of extension and widening of thoroughfares there, though not extensive, shows that the Government is keeping in view the desirability of improving the communications in the New Territories. When presently-contemplated schemes for this district are completed, much will be done towards opening up the big area over the Kowloon hills for increased motor traffic, and, perhaps, for the residential development of the territory also.

One thing is certain—namely, that, with the well-ordered growth of new and better thoroughfares in various parts of the Colony, Hongkong will become a much more attractive place of residence than it now is. The constant complaint of residents is that, at holiday-time and during the week-ends, there is nowhere to go. But when for both vehicular and pedestrian traffic we have a model road round the island and the New Territories are opened up much more than they now are to the motor-car, the cyclist and the walker, the situation should be distinctly otherwise, for even Hongkong possesses a wonderful wealth of unexplored beauty. For this reason, the public will most certainly support any schemes for the development of Hongkong in this regard, and it is gratifying that the progress is warranted by the state of the Colony's finances.

### Hongkong and the Germans.

We have received an intimation from H. E. the Governor to the effect that our leaderite on Wednesday, protesting against the absence of the Kaiser's effigy from the "Our Day" Fair, is calculated to bring the Government into contempt. His Excellency adds that he wishes us to withdraw our remarks and to refrain from publishing any correspondence on the matter. We most readily assure His Excellency of our regret at having inadvertently said anything that was capable of being construed as mischievous or disloyal, and we beg him to believe that a paper so uncompromisingly Imperialistic as the *Telegraph* would be the last willingly to utter anything that might savour of disaffection to the Government. With reference to the letter from the Secretary of the War Charities Committee, we would point out that most persons were certainly under the impression that the Turkish figure was intended to represent the Sultan, and, further, that we cannot agree with those who regard making a cock-ey of the Kaiser's image as likely to be displeasing to our King-Emperor. With the Kaiser's assent, every imaginable and unnameable horror has been committed by the Germans, and, to our humble way of thinking, it is these things—and not the ridiculing of a man, relationship with whom His Majesty would repudiate with scorn—that are displeasing to the King. In any case, seeing that His Majesty may, within the reasonably near future, feel it his duty to sign a warrant for the hanging of the Kaiser, it is not easy to believe that he would entertain any serious objection to the latter's being rendered a laughing-stock in effigy. At Home this is done every day by cartoonists and others. Our readers, moreover, cannot have forgotten that King George ordered the Kaiser's banner to be removed from St. George's Chapel, or that the Prime Minister, just three months ago, said in the House of Commons: "When the time arrives, we are determined to bring the criminals, whoever they may be and whatever their position, to justice. In cases such as this," (the Krystall murder) "the man who authorised the system under which the crime is committed may well be the most guilty of all."

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### DAY BY DAY.

THE UNEXPECTED COMES TO THOSE WHO DO NEVER LET GO THEIR HOLD OF HOPE.—Burton.

The Weather.  
At the Peak 8 a.m. Temp. 68; dull. (1915, 68 sunshine.)  
Lower level 8 a.m. Temp. 77; dull. (1915, 77 sunshine.)

The Mails.  
Siberian Mail.—Closed, per s.s. Nyanza at 11 a.m. to-day.  
Siberian Mail.—Due per s.s. Lachow to-day.  
Canadian Mail.—Arrived per s.s. Empress of Russia to-day.

The Dollar.  
The opening rate of the dollar on demand to-day was 2s. 2.7/16d.

To-morrow's Anniversary.  
To-morrow is the 48th anniversary of the defeat of the Badsenese by the French at Bessencon.

Alice Memorial Hospital.  
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—St. Andrew's Church, Kowloon, \$47 18s.

Adjourned.  
An adjournment for a week was granted in the case of J. D. Hutchinson and Co. against Nam Mak Wo the sum involved being \$893, at the Summary Court this morning, before Mr. Justice Gompertz.

To Pay Out of Salary.  
Mr. Faithful appeared in a case, at the Summary Court this morning, in which the Anderson Music Company is suing C. L. Howell for the sum of \$9, and said that defendant had promised to pay him the money out of his next salary. The case was adjourned. Solicitor's Claim.

Before Mr. Justice Gompertz, at the Summary Court, this morning the case was called in which Mr. G. K. H. Brunton is suing Li Po-leung for the sum of \$855.75. Mr. Gardiner is appearing for plaintiff and Mr. Davidson for the defendant. The case was held over.

Small Fire.  
Last evening, soon after nine o'clock, a fire broke out at 31 Robinson Road, owned and occupied by Mr. Lee Po-chun. The fire originated in a fire where some beams became ignited. The Fire Brigade attended and the outbreak was soon extinguished. The damage, which is not covered by insurance, amounts to about \$200.

Alleged Embezzlement.  
Some time ago a shop coolie, of Measo, came to Hongkong to collect accounts for his master, and, after he had about \$500 in his possession, it is alleged that he went up country with it. He later returned to Hongkong and was arrested. Before Mr. O. D. Melbourne, at the Police Court to-day, he was charged with embezzlement. Mr. W. B. Hind prosecuting. Defendant denied the charges, and a week's remand was ordered.

Rogue and Vagabond.  
A man was charged before Mr. F. A. Hazeland, at the Magistrate's Court this morning, with being a rogue and vagabond. Last evening he was found by the occupier of 380, Praya East trying to break into the third floor, by wrenching off the lock. Defendant said he was a street coolie, and, as he had no quilt, he went there to sleep. The floor was empty and there was nothing to steal. A previous conviction was proved by Inspector Sim, and sentence of two months' hard labour was passed.

Wanted to Withdraw the Summons.  
A foki employed by the Hon. Mr. Lau Ohn-pak was before Mr. F. A. Hazeland, at the Police Court this morning, charged with the theft of a long coat, the property of a fellow foki. The facts of the case are that complainant went to the country and whilst he was away defendant stole the coat, being caught carrying it in the street. He then said it belonged to Mr. Lau Ohn-pak and that he was taking it to be altered. At the Court to-day, he said he took it to pawn, as he wanted money. Complainant said he did not wish for the case to go on, as he wanted to give the man another chance. His Worship pointed out that that would be compounding a felony, and fined defendant \$10, or a month's imprisonment.

### Sports Catalogue.

Messrs. Lane, Crawford and Company have now issued their new season's illustrated sports catalogue. It comprises over forty pages and will be found of the greatest value to sportsmen and sporting clubs generally.

### CRICKET OR LAWN TENNIS?

Some Arguments in Favour of the Latter.

(SPECIAL ARTICLE.)

Just before the war, quite a controversy raged in sporting circles at Home as to whether cricket or lawn tennis was the better game for the youth of the country. Here in Hongkong most of us have at least a nodding acquaintance with the latter pastime, and a goodly proportion of our young men know something of cricket. The question of the relative merits of the two branches of sport has been brought to the front by Mr. Maitland's comments at the Cricket Club meeting on the growing popularity of lawn tennis. It is opportune, therefore, to look at the matter not merely from the standpoint of the youth, but from that of all who are interested in any form of outdoor recreation. The coming season will probably, by force of circumstances, be a rather dull one, but, all the same, there is no reason why the question raised should not be considered. We can always discuss games, if we cannot have the opportunity of playing them.

Let the writer state, at the outset, that he is "all for tennis." Whilst making that admission, he is far from denying the manifest attractions of cricket, and the joy of a keenly-fought game. In the first place, tennis makes a wider appeal than cricket can. Cricket is essentially a whole-day, or at least a whole-afternoon, game. Hence, except during the week-end, there is absolutely no time for it. And, even then, a game once a week is not enough for a batsman to "get his eye in," the almost invariable result being an early dismissal. It is true that he can utilise his evenings by practice at the net, but this is dull work for a man who needs exhilaration. On the other hand, the tennis player can get in at least an hour's hard play every evening, and in that hour he can obtain more all-round exercise than in many a whole day of cricket.

It is sometimes urged against tennis—generally by those who have never known the joys of a hard game's foursome—that it is only fit for the gentler sex. Such as these argue from the superficial ground that, because ladies play it, the game must be effeminate. But that argument will not hold water nowadays, for tennis to-day involves more muscular exercise, agility, control and endurance than perhaps any individual game now played. With inferior courts and poor implements, the game, of course, degenerates into a very listless affair, but among those who play the game sincerely and seriously, there is no such thing as a "pat-ball" which has long since been relegated to the garden. Discipline, self-control, judgment and quick perception, to say nothing of good temper, are called for from the man who would excel in tennis to-day; and of cricket, or any other game, more than that cannot be said. As a game of strategy, indeed, tennis owes the palm to no game. Especially is this the case when it comes to doubles, where unselfish co-operation can alone bring about fruitful results. These are some of the reasons why the writer holds lawn tennis in such high esteem. And that is why it continues to grow in favour every day.

Being Settled.  
"The case is in course of settlement," said Mr. Grist at the Summary Court this morning, in the action in which the Hongkong and China Gas Company is suing Q. M. Gomes for the sum of \$10.25. His Lordship accordingly adjourned the case.

Victoria Theatre.  
Mr. J. J. Blake, the manager of the Victoria Theatre, has, after great difficulty, secured for three nights only, commencing on Tuesday the 31st inst., the magnificent photo play by the Transatlantic Coy.: "Neptune's Daughter." This great production is in seven reels and features Miss Kallerman, the world-renowned lady swimmer. All should make a point of seeing this famous picture.

### S.S. CASTLEFIELD.

ANXIETY AS TO HER SAFETY.

Left Saigon 13 Days Ago for Hongkong.

The gravest concern is felt in shipping circles in the Colony for the safety of the s.s. Castlefield, formerly the Shinton Maru, and, before that, the Adelaide, which sailed from Saigon on October 14 with a full cargo of rice for Hongkong, and has not been seen or heard of since. Ordinarily she should do the voyage in six or seven days, having a speed of something between 10 and 11 knots per hour, and, making allowance for the somewhat strong typhoon which must have hampered her progress a little, she should, at the outside, have completed the journey in from eight to nine days.

In view of these facts, it is feared that some serious mishap has befallen her, for smaller boats which left Saigon several days after the Castlefield have arrived safely in Harbour. The Yunshin, which put into port three days ago, left Saigon two days after the Castlefield, and she is of considerably less tonnage. In spite of this fact, she completed the trip in seven-and-a-half days, and reports that, although there was a fairly strong monsoon blowing, it did not retard her to any appreciable extent and she was able to proceed at almost her customary speed.

The idea that the Castlefield may possibly have put into some other port to load her bunkers with coal, is set on one side, for in that event the consignees would have received a wire to that effect, but they have not done so. Similarly, the idea that she may have sought shelter from the typhoon is not entertained, it being argued that if smaller vessels could make the journey in such good time as they did, the Castlefield certainly would not have experienced any difficulty. There is the remote possibility that she may have developed engine trouble and run into Kamrah Bay, the spot sought by the s.s. Wisley when she caught fire, but, on the whole, this is not thought to be likely. There is no shadow of doubt that something very untoward must have occurred to delay her for a full five days, and the situation is looked upon in a very serious light. News is anxiously awaited in reply to a telegram sent to Saigon by the consignees, in the hope that some facts may be gleaned as to the vessel's whereabouts, but, at the time of writing, nothing has been received.

The s.s. Castlefield is a ship of 1,022 tons, built in 1883 by D. W. Henderson and Company, of Glasgow. Messrs. Moller and Company are the agents and she is owned by a firm at Shanghai. She has a speed of between ten and eleven knots. When she left Hongkong, three weeks or a month ago, she was under the command of Captain Arthur Ooe, and carried other European officers as follows:—Chief Mate, Mr. Seaton; Acting Second Mate, Mr. H. Goldenberg (a Romanian); Chief Engineer, Mr. A. C. S. Pike; a second engineer whose name cannot be gathered; and a third engineer named Allan. In addition, she was manned by a Chinese crew numbering 54.

### A DOG BITE.

In the Summary Court this morning, before Mr. Justice Gompertz, the case was called in which R. J. Everett is suing J. Buck for the sum of \$1,000 for injuries received from a bite from defendant's dog.

Mr. Goldring said it was a question of a dog bite. His Lordship:—A dog fight? (Laughter.)  
Mr. Goldring:—No; a dog bite. His Lordship:—Is it the second bite I suppose? (Renewed Laughter.)  
Mr. Grist, who was also appearing in the case, said that the hearing would probably last a whole day.

A day was fixed for hearing.

### FOR THE CHILDREN.

Hongkong Gifts Acknowledged.

The following letters of thanks have been received from Miss Douglas, Children's Aid Society, 9, Molton Street, W.:—

June 22, 1916.  
Dear Madam,—Thank you so much for the exceedingly nice parcel of children's clothes which reached us to-day. It is most kind of you to have thought of helping us in this way, and I can assure you everything will be most useful, and especially the little nightgowns, of which we are always in great need. Our "family" is now so enormous, and the demands for clothing are sometimes quite overwhelming, so we are most grateful to all those who are kind enough to help us in this way. With most grateful thanks.—Yours faithfully,  
MARGARET DOUGLAS.

August 15th, 1916.  
Dear Mrs. Capell.—We were delighted to receive your glorious parcel of nightgowns this week. They came at a most opportune moment; the nightgown drawer was absolutely empty. I cannot tell you how we appreciate help coming from this distance, and I beg that you will accept our most grateful thanks.—Yours faithfully,  
MARGARET DOUGLAS.

### THE MONEY MARKET.

Messrs. Samuel Montagu and Company's Report.

Messrs. Samuel Montagu and Co., in their report dated September 14 state:—

Gold.  
The holding of gold by the Bank of England against notes has decreased by £611,030.

The Transvaal output for Aug. 1916, amounted to £3,318,116, as compared with £2,307,975 in August 1915, and £3,232,591 in July 1916.

During the week, over £3,600,000 of gold has been received by the United States of America from Canada.

Silver.  
The undertone continues good, although the course of prices has been somewhat uncertain.

The recent activity of the Indian bazaar has simmered down, probably owing to a reduction of their interests in this market. The bear position seems to be practically eliminated, whilst bulls have realised a portion of their profits. Meanwhile prices in India show some recovery.

The China exchanges have moved up substantially, suggesting the probability of less pressure to sell from that quarter. It will be noticed from details below that silver is being shipped on a considerable scale from San Francisco to China. This partly accounts for the comparatively small offerings of American silver in this market.

Transactions during the week have not been upon a large scale. Buyers have been holding back, and sellers loth to meet them.

The following figures show a fall of 33 lakhs in the holding of silver rupees by the Indian Treasury. The last three Indian Currency returns received by cable give details in lakhs of rupees as follows:—

Aug. 23, Aug. 31, Sept. 7  
Notes in circulation ..... 7434 7401 7356  
Reserve in silver coin & bullion 2748 2737 2704

Gold coin & bullion ..... 1188 1166 1154  
Gold in England 1192 1192 1192  
The stock in Bombay consists of 2,900 bars, as compared with 3,000 bars last week.

The following shipments were made from San Francisco during the week:—750,000 ozs. to Tientsin and 350,000 ozs. to Bombay.

Quotations for bar silver per oz., standard:—Sept. 8, 32.1/2d. cash; Sept. 9, 32.9/16d. cash; Sept. 11, 32.3/4d. cash; Sept. 12, 32.5/16d. cash; Sept. 13, 32.3/8d. cash; Sept. 14, 32.1/2d. cash; Average for the week, 32.437. No quotation fixed for forward delivery.

Bank Rate, 6%.  
Bar gold per oz. stand. 77/9.  
The quotation to-day for cash is 3/161, above that fixed a week ago.



## A NAUSEATING MANIA.

Sidelights on "Side-Shows."

There can be disguising the fact that a campaign is being prepared against putting the resolutions of the Paris Conference into practice. The opponents are not concerned with the views of our Allies or our Colonies. There is a curious pose. It is best summed up in the words of one who certainly cannot be accused of what used to be ridiculously termed "Jingoism." The Rev. A. T. Guttery, the well-known Primitive Methodist minister of Liverpool, last September, in his criticism of the pro-German activities of Dr. Aked in the United States, said: "The desire to be in opposition seems to have become an obsession in some public men, and to enter a controversy prejudiced against one's own country seems to be a mania. It is perhaps a maledy more than a crime, but it nauseates only."

The opponents of a change in the commercial policy of Britain and the Empire are of two classes. There are those who follow Sir John Simon and Free-Trade-at-any-price remnant, the "Manchester Maritima," and those who think it absolutely unrighteous to be untrue to Cobden. The other section is actually friendly to Germany under the guise of a superior out of ethics. These latter have various titles, but were conveniently summed up in the words of Mr. Sexton at the Trade Union Congress as "side-shows."

It is significant that these side-shows are prolific in their output of literature. They still preach the vain doctrine that the war is a capitalistic plot. Especially hateful is it to them that real Labour men should be wholeheartedly in the war against Germany. And why? To be wholeheartedly in the war for their own country is intolerable to the side-shows. It means that after the war working-men in Great Britain and Ireland and the Colonies cannot treat Germany and Germans as members of the community of nations. We are forced to the conclusion, then, that the opponents of the resolutions are, whether they know it or not, and whether they like it or not, pro-Germans. They have seen our sailors and soldiers fight and die, and yet would give up all those heroes have fought for.

The most active and insidious of the side-shows has apparently plenty of money. It has also a very low estimate of British character and principle. It has so much character and so many principles of its own that it has left little or few for anybody else. Therefore it appeals to the nation to scrap the Paris resolutions because the application of these resolutions may "not pay the nation." That may be the case, but in the matter of trade and commerce with Germany it should not weigh an instant. From these side-show organisations come reams of pamphlets. The most recent one goes so far as to infer, if not assert, that our declared objects were merely stage properties; that we are out for plunder. That is really what the accusation comes to. What the motive of these men is we cannot conjecture, or even hint. It is charitable to presume that they are afflicted with the mania described by the Rev. Mr. Guttery—prejudice against their own country. Decent modesty would have kept some of them quiet. That quality they do not possess. They encourage the enemy, disconcert the neutral, and prolong the war.

Anxiety about the future of our industries apparently is a low motive. Yet the side-shows warn us that if we do not resume full trade relations with Germany after the war—of course, our Allies do not matter—we shall suffer material losses that will be disastrous. That is their conspicuous consistency! Our enemies have used trade for attack; we must not use it for defence. We are told we are assuming that Germany is a mad-dog nation. Is that assumption wrong? It certainly is one that annoys the pro-Germans here, and those poor, mean creatures who are becoming the loss of their German trade and friends. But because it is one that annoys them, it is probably the right one. Germany

## TO-DAY'S ADVERTISEMENTS.

THEATRE ROYAL

## GRAND ASSAULT

AT ARMS.

IN AID OF

THE KITCHENER MEMORIAL FUND.

UNDER THE AUSPICES

OF THE

POLICE RESERVE.

BOXING, WRESTLING, WEIGHT-LIFTING,  
AND CLUB SWINGING.SATURDAY, NOVEMBER 4, 1916.  
at 9.15 P.M. SHARP.EXTRA SPECIAL FIFTEEN 2-MINUTE ROUND CONTEST:  
CORP. SCOTT, R. E. v. P. O. PADDY FINN, R.N.  
Heavy Weight Champion of the Colony Middleweight Champion of the Navy and Marines.SPECIAL TEN 2-MINUTE ROUND CONTEST.  
SAPPER RICHARDS, R. E. v. SEAMAN MANNING,  
Lightweight Champion of the Colony H.M.S. Australian Navy.SIX 2-MINUTE ROUND CONTEST.  
CORP. HEATH, R. E. v. PTE. COTTON, K.S.L.I.  
Winner of the United Service Light-weight competition, Hongkong 1916 Winner of Many Local Contests.SIX 2-MINUTE ROUND CONTEST.  
PTE. BEESTY, K.S.L.I. v. PTE. PLIMMER, K.S.L.I.SIX 2-MINUTE ROUND CONTEST.  
CORP. WHITE, R. E. v. PTE. DAVIES, K.S.L.I.REFEREE: Mr. H. J. GEDGE.  
TIME KEEPERS: SGT. PITT and Mr. A. E. ALLAN.  
THE POLICE RESERVE BAND WILL PLAY SELECTIONS.Prices:—Reserved Ringside Seats \$5, Reserved Stalls \$3,  
Circle \$2, and Pitts.

SOLDIERS &amp; SAILORS (in Uniform) HALF PRICE TO CIRCLE ONLY.

## BUILDING OFFENCE.

No Re-inforcing Materials.

Before Mr. C. D. McBurnie, at the Police Court this morning, a Chinese contractor was charged with working to plans which had not been approved and with leaving re-inforcing material out of the balcony of the house he was building, and not using brackets extending three feet under the floor joists.

Mr. Vergette, P.W.D. Inspector, said the house was being built on Inland Lot 1,927.

The defendant said he was away at Canton at the time, and the collapse which had taken place was caused by the workmen taking away the supports before the cement had had time to dry. A fine of \$100 was imposed.

is a mad-dog nation, and when the more obvious cases of madness have been dealt with the "contact" cases will have to be "quarantined" for several and perhaps many years. If we mind our business well and are enterprising, if we co-operate loyally with our Allies and federate sensibly and freely and honestly with our overseas Dominions, we can do without Germany altogether—without the Germany we know. Perhaps her old component States may be disinfected quickly one by one. The fact that we can do without Germany is manifest, because we are doing so. For instance, why should we ever send her an ounce of coal again—our best coal again, to beat us with?

The side-show orators argue all through as though we were equally to blame with Germany for this war and its dreadful happenings. That pose gives all their specious case away. They are not concerned about our honour, our Colonies, our Allies. They can talk ethics and economics and altruism by the mile, but their concern is their friend the German. They have forgiven him everything. He is going to be good. Therefore we must help him to get rich again. Our projected terms of peace are not modest enough. We are going to prolong enmity after the war! What nonsense! That enmity, or rather dislike, will be there, all the same. We shall not increase it by protecting ourselves for ever from the mad dogs. To earn the love of Germans or Germany was not the object of the Paris resolutions. It will not be that of our millions of soldier voters after the war. It will not be that of the Allies. Ask them.—*Cole.*

## ARMED ROBBERS.

Smart Arrest by Police Reservists.

Two of a gang of armed robbers who made their appearance at Wanchai last night were arrested by two Police Reservists, Sergt. Scull and Constable A. H. Samy.

The facts of the matter have been reported to the Police by Tsang Tak, a farmer, at present living at Keawick Street. He says that he was asleep with his wife in a cubicle when he was awakened by a man armed with an iron bar, who caught hold of him by the throat and gagged him with a piece of cloth saturated with pepper. He saw another man holding his wife by the neck and striking her several times on the back with his fist. There were two other robbers in the cubicle, and the place was ransacked, \$80 in money, a silver watch and some clothing being taken. The total value of the stolen goods was \$92.

As two of the robbers were running away down Caroline Road, they were seen by Sergeant Scull and P. U. Samy, who gave chase and caught them. The two other men are still at large.

The police have the matter in hand.

## Returned.

The passengers arriving by the Empress of Russia this morning included Lady Chater, Mr. and Mrs. D. Clarke, Mr. and Mrs. A. E. Carlson, Mr. and Mrs. E. O'miston, Mr. and Mrs. Potter and Capt. Lukmanoff.

## Billiards.

In the semi-finals the Palace Hotel Billiards Handicap, Mr. Johnstone (over 130) meets Mr. Kelly (over 80) to-night. Tomorrow's final game between Messrs. Beane and Parkes should provide some excellent sport. The prizes are as follows:—1st, lady's gold wrist-watch, value \$50; 2nd, gentleman's gold wrist-watch, value \$35; 3rd, gentlemen's illuminated silver watch, value \$22; 4th, small silver cup, value \$15. The prizes will be distributed at the close of to-morrow night's game.

## LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.  
The C. P. O. S. S. MONTAGLE arrived Yokohama on Oct. 27, at 7.30 a.m., leaves Yokohama on Oct. 27, at 4 p.m., due to arrive Kobe on Oct. 29, at 6 a.m.

## DAIRY FARM NEWS.

## JUST ARRIVED

NEW SHIPMENT OF

## SELECTED

FINNAN HADDOCKS,  
FILLET HADDOCKS,  
KIPPERS.TO-DAY'S  
ADVERTISEMENTS.

## PUBLIC AUCTION.

HUGHES &amp; HOUGH.

By order of the Mortgagee,  
MESSRS HUGHES & HOUGH  
have received instructions  
to sell by Public Auction  
ON

## MONDAY.

the 13th day of November, 1916,  
at 3 p.m. at their Sales Rooms,  
Ice House Street, Victoria,  
Hongkong.

The following Valuable Leasehold Property situate at Victoria Hongkong, viz:—  
ALL THAT piece or parcel of ground situate at Victoria aforesaid and known as Inland Lot No. 1355. Term 999 years created by a Crown Lease dated 16th February 1912. Annual Crown rent \$75.00—Area 103.110 Square feet.

For further particulars and conditions of sale apply to:—  
JOHNSON STOKES & MASTER,  
Princes Buildings, Ice House Street, Hongkong,  
Solicitors for the Mortgagee,  
or to

Messrs. HUGHES & HOUGH,  
The Auctioneers,  
Hongkong, October 26, 1916.

## NIPPON YUSEN KAISHA.

From EUROPE, COLOMBO  
and STRAITS.

## THE Company's Steamship

## "KAMO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by November 2, 1916, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

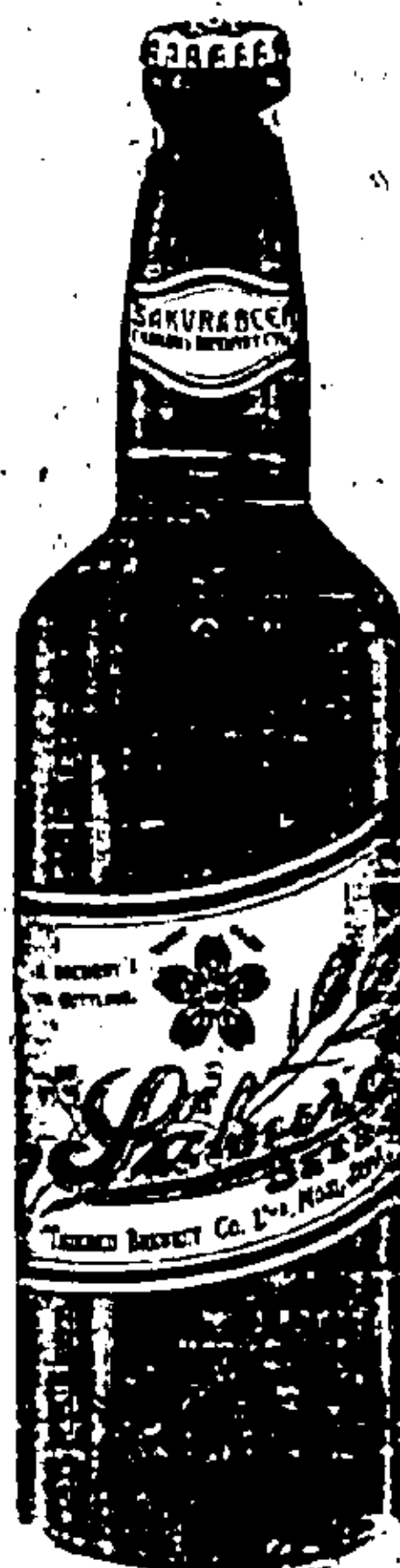
NIPPON YUSEN KAISHA.  
Agents.  
Hongkong, October 26, 1916.

## HAVE YOU A RHEUMATIC FRIEND?

Tell him about LITTLE'S ORIENTAL BALM, a modern emancipator from the aches and pains of the human body. No mere relief, but permanent freedom from the tortures and deformities of rheumatism. The cure has been achieved by not once using any other medicine, but only LITTLE'S ORIENTAL BALM.

Just rub it in. It stops the pain. Stops it quickly. A little more and a permanent cure is effected. Pass on the word of hope to all who suffer from rheumatism or other bodily tortures.  
Sold at 1/6 per bottle.  
Agents for Hongkong:  
Messrs. R. S. WATSON & Co., Ltd.

## SAKURA BEER



SOLE AGENTS:

SUZUKI & CO.  
TEL. 468  
ALEXANDRA BUILDING.

## TSANG FOOK.

OF Wanchai Road, Hongkong.  
PIANOS & ORGANS REPAIRED, TUNED & REGULATED. CASES RE-POLISHED. WORK & FINISH GUARANTEED. LOWEST CHARGES. CONSISTENT WITH BEST WORKMANSHIP. ESTIMATES GIVEN ON REQUEST.

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.  
Hongkong 9th July, 1915.

TO-DAY'S  
ADVERTISEMENTS.

Draft No. 636 drawn by Chartered Bank, Singapore, on their Hongkong Branch, for \$1,059.60 favouring P. W. Yi or bearer. The above draft has been stolen, and should any-one try to negotiate same, the public is warned that he is not the proper owner.  
Hongkong 26th October, 1916.

## WANTED.

WANTED.—Young Britisher desires Room and Board with Private Family. Kowloon preferred. Reply 1240 "Hongkong Telegraph."

## TO BE LET.

TO BE LET.—Furnished. With immediate possession, No. 1, Redhill, No. 121, The Peak, 5 Rooms. Apply to J.W.C.B. c/o Gibb, Livingston & Co.

Summit

## COLLARS.

We stock 20 different styles of "Summit" Collars. Most styles are in varying depths and nearly all in 1 inch fittings. There is "Summit" collar for every need and every occasion.

MACKINTOSH &amp; CO., LTD.

Men's Wear Specialists,  
16, DES VŒUX ROAD.Wm. Powell Ltd  
TELEPHONE 346

New Materials

FOR

SPORTS  
COATS

And

Grey Flannel  
TROUSERSFOR  
PRESENT  
SEASON.Style and Fit  
Guaranteed.

COLUMBIA RECORDS

- |      |   |                    |
|------|---|--------------------|
| 2464 | DRAKE'S DRUM.<br>(THERE'S A LAND.                             | (Thorpe Bates).    |
| 2455 | THE DEVOUT LOVER.<br>REVENGE, TIMOTHEUS CRIES                 | (Ivo: Foster).     |
| 2573 | YOUR EYES.<br>LOLITA  | (John Clarke).     |
| 2517 | ASPRING MORNING.<br>SUMMER.                                   | (Walter Lawrence). |
| 2513 | LE CHANT DU DEPART. IN FRENCH.<br>LA MARSEILLAISE. IN FRENCH. | (Madame Vota).     |

THE ANDERSON MUSIC CO., LTD.

6, DES VŒUX ROAD.

TEL. 1322.

## WORTH HAVING.

D. & J. Mc. CALLUM'S  
PERFECTION  
SCOTCH.

## AVOID

IMITATIONS.



SOLE AGENTS:—

CANDE, PRICE & CO., LTD.  
TEL. NO. 135.  
6, Queen's Road Central,  
Hongkong.



## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON via Singapore, Pang, Cebu, Port Said & Marseilles	NORE Capt. D. Asbury	noon 3rd Nov.	Direct Service.
SHANGHAI, Moji and Kobe	MALTA Capt. C. C. Talbot R.N.R.	about 9th Nov.	Direct Service.
LONDON & Bombay via S'pore, Pang, Cebu, Port Said and Marseilles	NYANZA Capt. J. Gaunt R.N.R.	noon 17th Nov.	Connecting at Colombo with Mail Steamer MONGABA.
SHANGHAI, Moji and Kobe	NANKIN Capt. G. Manley	about 20th Nov.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to:

E. V. D. Parr,  
Acting Superintendent.  
P. & O. S. N. Co.'s office,  
Hongkong, 27th Oct., 1916.



## QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver  
In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days  
Hong Kong to Chicago 21 days. Hong Kong to New York 22 days

EMPERESS OF RUSSIA and EMPERESS OF ASIA  
16,850 tons Gross Register, Quadruple Screw, Speed 21 Knots.

Largest and most Luxurious ships on the Pacific.  
SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

EMPERESS OF RUSSIA	2 Nov.	EMPERESS OF RUSSIA	28 Dec.
Monteagle	7 Nov.	Empress of Japan	10 Jan.
Empress of Japan	15 Nov.	Monteagle	3 Feb.
EMPERESS OF ASIA	30 Nov.		

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.  
Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to  
P. O. SUTHERLAND,  
General Agent, Passenger Department,  
Hong Kong.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Oct. 23, 1916.

Agents.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS  
TO  
UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Cape of Good Hope.  
Subject to change without notice.  
For rates of freight and further information apply to

THE BANK LINE, LTD.,  
General Agents,

or to REISS & Co. Canton  
Hongkong, 12th Oct., 1916

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.  
Agents.

Telephone No. 212.

## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination:	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe	Hirano Maru Capt. Fraser T. 16,000 Kaga Maru Capt. Tozawa T. 12,500	THURS., 2nd Nov. at noon. THURS., 16th Nov. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Kamakura Maru Capt. Kawajima T. 12,500 Yokohama Maru Capt. Terada T. 12,500	MON., 30th Oct. at noon. WED., 22nd Nov. at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Heishin Maru Capt. T. 6,000 Aki Maru Capt. Yoshikawa T. 13,500	MONDAY, 16th Nov. TUES., 14th Nov. at 11 a.m.
CALCUTTA via S'pore, Penang and Rangoon	Kirin Maru Capt. Sasaki T. 8,000	FRIDAY, 3rd Nov.
BOMBAY via S'pore, Malacca & Cebu	Rangoon Maru Capt. Kobayashi T. 8,000 Yotorofu Maru Capt. Hirata T. 8,000	THURSDAY, 16th Nov. FRIDAY, 10th Nov.
SHANGHAI, Moji and Kobe	Ceylon Maru Capt. Tsuda T. 10,000	SATURDAY, 28th Oct., p.m.
SHANGHAI & Kobe	Tango Maru Capt. Soyeda T. 13,500 Kamo Maru Capt. Shimidzu T. 16,000	SAT., 11th Nov. at 10 a.m. SAT., 28th Oct. at daylight.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

\* Calling Brisbane, Sydney and Melbourne only.  
NEW YORK via Shanghai, Kobe, Yokkaichi, Yokohama, San Francisco, Panama and Colon.  
Capt. Nojima T. 12,500  
Capt. Murazumi T. 15,000  
NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293. B. MORI, Manager.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Shinyo Maru	22,000 - 21 knots	1st Nov.
Korea Maru	18,000 - 18 knots	25th Nov. at noon.
Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.

Persia Maru 9,000 - 14 knots  
1st class to London G\$348. (27.11.0), return G\$619. (£122).  
1st class to San Francisco G\$250, return G\$437.50.  
\* Via Manila, Omitting Shanghai. \* Cargo only. \* Proceeding to South America Ports.  
\* For the voyage the Persia Maru will call at Honolulu.  
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.  
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.  
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.  
Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES, BALBA, GUAYAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANSANDINE ROUTE TO BUENOS AIRES, ETC.  
Steamer Tons & Speed Leave Hongkong  
Seiyo Maru 14,000 - 13 knots 9th Nov. at noon.  
For Full Particulars as to Passage & Freight, apply to  
T. DAIGO, Agent,  
KING'S BUILDINGS.  
Telephone No. 291.

## JAVA PACIFIC LINE

OF THE  
JAVA-CHINA-JAPAN LIJN.

Monthly Service between  
NETH. INDIA, MANILA, HONGKONG and SAN FRANCISCO.  
Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.  
S.S. Karimoon 11th Nov. S.S. Arakan 11th Jan.  
Tjikembang 12th Dec. Tjisondari 11th Feb.  
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.  
\* For particulars of Freight and Passage, apply to:—  
JAVA-CHINA-JAPAN LIJN.  
Hongkong, York Buildings. Managing Agents.

## CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.  
NOVEMBER 15 - JANUARY 27, 1917.

"AN UNSURPASSED HIGH CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES."

O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings, Ice House Street



## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For Steamer Date of Departure  
GENOA Merionethshire end of November.

TRANS-PACIFIC SERVICE.  
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.  
Telephone No. 215, Sub. Ex. No. 10.

## SHIPPING

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Anhui	29th Oct. at d'light.
SWATOW & BANGKOK	Changchow	30th Oct. at 10 a.m.
SHANGHAI	Luchow	31st Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	31st Oct. at 4 p.m.
TIENSIN	Kueichow	2nd Nov. at 4 p.m.
SHANGHAI	Chihli	2nd Nov. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."  
\* MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."  
\* SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.  
S.S. "Anhui," "Chenau," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipments at Woosung.  
\* For Freight or Passage apply to

BUTTERFIELD & SWIRE,  
Agents.  
Telephone No. 36.  
Hongkong Oct. 27, 1916.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjitaroen	SHANGHAI	2nd Nov.	4th Nov.	JAVA
Tjiliwong	KOBE	3rd Nov.	6th Nov.	JAVA & MAKASSAR
Tjibodas	JAVA & MAKASSAR	13th Nov.	17th Nov.	KOBE
Tjikini	JAVA	11th Nov.	14th Nov.	SHANGHAI

\* Wireless Telegraphy.  
"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."  
For particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN,  
York Building.

Telephone No. 1574.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans		10th Nov. at 11 a.m.
Eastern	2nd Dec.	23rd Dec.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.  
All Steamers Fitted with Wireless Telegraphy.  
For further particulars, apply to

Gibb, Livingston & Co.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.  
FOR SWATOW, AMOY AND FOCHOW AND RETURN.  
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. S. Thomson	FRI. 27th Oct. at 11 a.m.
Haiching	W. C. Passmore	TUES. 31st Oct. at 11 a.m.
Haichong	J. W. Evans	FRI. 3rd Nov. at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to  
Douglas Lapraik & Co.,  
General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	Yuensang	Sat., 28th Oct. at 3 p.m.
SHANGHAI, Kobe & Moji	Laisang	Tues., 31st Oct. at d'light.
HOIHOW & Haiphong	Taksang	Tues., 31st Oct. at 8 a.m.
SANDAKAN	Maungang	Tues., 31st Oct. at noon.
WWEI & Tientsin	Cheongshing	Wed., 1st Nov. at d'light.
SHANGHAI	Kwongsang	Wed., 1st Nov. at d'light.
S'PORE, Pang & Cebu	Kumsang	Sat., 4th Nov. at noon.
MANILA	Loongsang	Sat., 4th Nov. at 3 p.m.
SHANGHAI	Choyang	Sun., 5th Nov. at d'light.
S'PORE, Pang & Cebu	Onsang	Fri., 10th Nov. at noon.

Return Tours to Japan.  
The steamers Kutsang, Namsang, Laisang and Pooksang, leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatshing and Kumsang leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.  
\* Taking cargo on Through Bills of Lading to Kudsat, Lahad Datu, Simporna, Tawau, Tenkan, Jesselton and Labuan.  
Under Straits Government Passport Regulations.  
All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their photographs and identification affidavits.  
\* For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD.  
Telephone No. 215.

## COMMERCIAL.

## Fu Chung Coal Output.

The general managers of the Fu Chung Corporation, Chiochoo, Hsuan advise that their sales of anthracite for the month of September were 46,353 tons.

## Factory Law and Cotton Yarn.

The output of cotton yarn in Japan during September amounted to 150,000 bales, showing a decrease of about 1,400 bales as compared with the preceding month. It has been usual for the output in September to show a large increase over August. The unusual decrease this year is attributed to the effects of the new Japanese factory law which has become operative since September 1, restricting the length of working hours and the age of workers.

## Tasmanian Hops.

The position of Hobart as a hop centre is now consolidated in view of the fact that Tasmania supplies more than 60 per cent of the total consumption of hops to Australia. This year's crop has been the best on record, more than 2,000,000 pounds being harvested. The usual prices for Tasmanian hops is 1s. 3d. per lb. However, this year, owing to circumstances quite outside the usual, prices dropped down to 5d. per lb. and as the cost of production, carting the goods to the market and the reline as a rule amounts to about 1d. it is evident that the farmers did not profit this year, and as a result some pressure has been exercised on the Commonwealth Government to increase the import duty of 6d. to 1s. per lb. However, this action is said to be opposed by the brewers, who naturally will not be able to import any hops.

## Shanghai Piece Goods.

Piece goods prices are beginning to look upward and this week found the local auction market a very strong one, though prices are still far below Lancashire, says the "North China Daily News" of October 21. Quantities offered are much reduced and there is a report that further reductions must be made week by week. Dealers, like the importers, are holding stocks for the higher prices which they know must come with the advance of the season and buying is largely of a speculative nature. Dealers are picking up all the bargains they can find and they are few. The abnormally high price of raw cotton in America must naturally send up the price of cloth in Lancashire, to say nothing of the other increased manufacturing expenses, all of which should tend to benefit the local weaving industry to no small extent. "Kuneping"—At this opening auction of the week on Tuesday, while advances were not so marked as at the Thursday auction at Yuenfoong's, there was a general all round slight advance. Most of the bidding was of a speculative nature and there were fewer actual inquiries from outports than usual, the output dealers still holding back with the vague hope that they may come in on a declining market. Quantities were reduced to 360 packages. Ewb.—At Ewo's sale the following day the same quantities were offered as last week and there was a more substantial rise all round. Greys, whites, and black Italians were up from one to two mace and Venetians advanced a candareen per yard.—Yuenfoong.—The market was still stronger here on Thursday and the market was a very good one. Bidding was keen and unlimited and the sale was a quick one, finishing by 11 o'clock. Blacks were 2 1/2 mace up, greys from a quarter to a half mace up, whites a mace up on the average, and other lines showed substantial gains. Quantities were further reduced by 60 packages the sale comprising 720, the smallest offering since May.

## Greek Tariffs.

Nearly all Greek Customs Tariff rates have been increased by 10 per cent., but the duty on flour has been reduced.

## For Prisoners in Turkey.

The Turkish Government has withdrawn the rule that letters written by, or addressed to, British prisoners in Turkey must not exceed four lines in length. Long letters may be subject to delay.

## THE ALEXANDRA CAYE

Just arrived, Large Ship, Choice Hams.



## SHIPPING.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The S.S. "van SPILBERGEN".

This vessel plies regularly between HONGKONG &amp; BELAWAN DELI (Sumatra) via Swatow.

Next departure from Hongkong: November 25, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to:-

Yok Building, Tel. 1574.

JAVA-CHINA-JAPAN LYN.

Hongkong, 29th May, 1916.

Agents.

PACIFIC MAIL S.S. CO.  
U. S. MAIL LINE.Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA."  
14,000 tons each.Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA" ...  
S.S. "COLOMBIA" ...  
S.S. "ECUADOR" ...These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only). The Safety and Comfort of Passengers is our First Consideration. For further information, rates, literature, schedules etc., Apply to:-  
Company's Office in  
ALEXANDRA BUILDING,  
Chater Road.

Telephone No. 141.

## NOTICES.

WELLS FARGO & CO.  
EXPRESS.FORWARDERS TO ALL PARTS OF THE WORLD.  
SPECIAL ATTENTION GIVEN TO THE  
SHIPPING OF TOURISTS' BAGGAGE AND  
PURCHASES. TRAVELLERS' CHEQUES CASHED.B. MONTEITH WEBB & CO., Representatives.  
1a, Chater Road. Phone No. 1500.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO  
THE PHILIPPINE GOVERNMENTTICKETS SUPPLIED TO ALL PARTS OF THE WORLD at  
Tariff Rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and  
CASHED.BAGGAGE collected, forwarded and insured at lowest rates.  
Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing  
Sailings and Fares from the Far East to all parts  
of the World will be forwarded free on application.  
Telegraphic address "COUPON." THOS. COOK & SON.  
Telephone No. 524.

16, Des Voeux Road, HONGKONG.

also SHANGHAI, PEKING, YOKOHAMA, MANILA.  
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

## CONSIGNEES

TOYO KISEN KAISHA.

S.S. "SHINYO MARU"

From SAN FRANCISCO via  
HONOLULU, JAPAN PORTS  
and MANILA

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on October 26, at noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all cargo remaining undelivered on October 31, at 5 p.m.

No Fire Insurance whatever will be effected.  
No Claim will be recognised after the Goods have left the Steamer or Godown.  
All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on November 2, at 10 a.m.No Claim will be recognised if filed after the November 15, 1916.  
T. DAIGO,  
Agent.  
Hongkong, October 25, 1916.

## CONSIGNEES

NOTICE TO CONSIGNEES.

"OANFA"

Owing to an outbreak of fire on board this vessel at Durban a General Average Contribution of 1% will be collected.  
"PING SUEY" cargo on board "OANFA" at time of fire will contribute this 1% in addition to the present 40% deposit.

"OANFA" is due here about November 2.

The General Average Bond will require to be signed and deposits made before counter-signature of Bills of Lading can be given.

BUTTERFIELD & SWIRE,  
Agents for  
THE O. S. S. CO., LTD., AND  
THE O.M.S.N. CO., LTD.  
Hongkong, October 27, 1916.

For the best Meals, Refreshments, Bread, Cakes and Confectionery at before-the-war prices. ALEXANDRA CAFE

## VESSELS LOADING AND TO LOAD.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Cape Town	Hirao M.	N. Y. K.	2, Nov.
London via Ports	Nore	P. & O.	3, Nov.
London via Ports	Nelus	B. & S.	6, Nov.
Liverpool via Ports	Ajax	B. & S.	7, Nov.
London via Ports	Pyrrhus	B. & S.	13, Nov.
London via Ports	Nyanza	P. & O.	17, Nov.
London via Cape Town	Kaga M.	N. Y. K.	16, Nov.
Liverpool via Ports	Ningchow	B. & S.	22, Nov.
Genoa	Mer'shire	J. M. Co.	land Nov.

## NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C., & Seattle	Kam'ura M.	N. Y. K.	30, Oct.
San Francisco via Manila	Shinyo M.	T. K. K.	1, Nov.
Vancouver via Japan	E. of Russia	C. P. O. S.	2, Nov.
Vancouver via Japan	Montesque	C. P. O. S.	7, Nov.
Boston and New York	Egmont C. D. & Co.		8, Nov.
South American Ports	Seiyo M.	T. K. K.	9, Nov.
San Francisco via Japan	Karimoon	J.C.J. L.	11, Nov.
Vancouver via Japan	E. of Japan	C. P. O. S.	15, Nov.
New York via Panama	Kanagawa M.	N. Y. K.	15, Nov.
San Francisco via Japan	China	C. M. S. S.	15, Nov.
Seattle and Japan	Taihybus	B. & S.	21, Nov.
Victoria B.C. via Japan	Y'hama M.	N. Y. K.	22, Nov.
San Francisco via Japan	Kor a M.	T. K. K.	29, Nov.
Vancouver via Japan	E. of Asia	C. P. O. S.	30, Nov.

## AUSTRALIA.

Australia via Manila	Heishin M.	N. Y. K.	6, Nov.
Australia via Manila	Taiyuan	B. & S.	7, Nov.
Australia via Manila	St. Albans	G. L. Co.	10, Nov.
Australia via Manila	Aki M.	N. Y. K.	14, Nov.

## SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Hoikow and Haiphong	Loksaig	J. M. Co.	27, Oct.
Shanghai, Moji and Kobe	Nyanza	P. & O.	27, Oct.
Shanghai to Yokohama	Kamo M.	N. Y. K.	27, Oct.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	27, Oct.
Haiphong	Kaifong	B. & S.	27, Oct.
Manila	Yuensang	J. M. Co.	28, Oct.
Shanghai and Kobe	Ceylon M.	N. Y. K.	28, Oct.
Shanghai	Anhui	B. & S.	29, Oct.
Swatow & Bangkok	Changchow	B. & S.	30, Oct.
Sandakan	Mausang	J. M. Co.	31, Oct.
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	31, Oct.
Shanghai	Luchow	B. & S.	31, Oct.
Manila, Cebu and Iloilo	Chinhua	B. & S.	31, Oct.
Shanghai, Kobe and Moji	Leisang	J. M. Co.	31, Oct.
Hoikow and Haiphong	Taksang	J. M. Co.	31, Oct.
Weihsaiwei via Tientsin	Choo'shing	J. M. Co.	1, Nov.
Shanghai	Kwongshang	J. M. Co.	1, Nov.
Calcutta via Ports	Kirin M.	N. Y. K.	2, Nov.
Tientsin	Kueichow	B. & S.	2, Nov.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	3, Nov.
Shanghai and Japan	Oanfa	B. & S.	3, Nov.
Singapore, Penang and Calcutta	Kumsang	J. M. Co.	4, Nov.
Java	Tjitaroom	J.C.J. L.	4, Nov.
Manila	Loongang	J. M. Co.	4, Nov.
Manila	Taihybus	B. & S.	5, Nov.
Shanghai	Choyang	J. M. Co.	5, Nov.
Java and Makassar	Tjiliwong	J.C.J. L.	6, Nov.
Shanghai and Japan	Cyclops	B. & S.	6, Nov.
Shanghai, Moji & Kobe	Malta	P. & O.	9, Nov.
Singapore, Penang and Calcutta	Osanang	J. M. Co.	10, Nov.
Shanghai, Moji and Kobe	Yotorofu M.	N. Y. K.	10, Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	11, Nov.
Shanghai and Japan	Keemun	B. & S.	13, Nov.
Shanghai	Tjikini	J.C.J. L.	14, Nov.
Shanghai and Japan	Ningchow	B. & S.	14, Nov.
Kobe	Tjibodas	J.C.J. L.	17, Nov.
Shanghai, Moji and Kobe	Nankin	P. & O.	20, Nov.

## NOTICE.

## E. HING

WING WOO STREET

SHIP CHANDLERS & GENERAL STOREKEEPERS.  
STEEL, IRON, BRASS & METAL MERCHANTS.  
WHOLESALE & RETAIL IRONMONGERS.

TELEPHONE 1116.

## TO SAIL

FOR BOSTON &amp; NEW YORK.

S.S. "ECREMONT CASTLE"

sailing hence on or about  
8th November, 1915.It is intended that the above  
vessel will proceed via Panama  
Canal.

DODWELL &amp; CO., LTD.

Agents.

FRANK WATERHOUSE AND  
CO., INC.

FOR SAN FRANCISCO.

THE Steamship

"KEISHIN MARU"  
will be despatched for the above  
port early in November.FOR VANCOUVER AND  
SEATTLE.

THE Steamship

"TENSIO MARU"  
will be despatched for the above  
ports early in November.  
For Freight and further particulars apply to:-JARDINE, MATHESON  
& CO., LTD.  
Tel. No. 215, 216, Ex. No. 10.  
Hongkong, October 14, 1916.

## CONSIGNEES

AMERICAN & MANCHURIAN  
LINE.NOTICE TO CONSIGNEES.  
FROM NEW YORK.

THE Steamship

"KARONGA"

Capt. J. B. PATTIS, N. having  
arrived from the above Ports,  
Consignees of Cargo are hereby  
informed that their goods are  
being landed at their risk into  
Holt's Wharf, Kowloon and stored  
at Consignees' risk and expense.All broken, chafed and damaged  
goods are to be left in the  
godowns, where they will be  
examined on MONDAY, 30th  
inst at 10 a.m.All claims must be presented  
within FIFTEEN DAYS of the  
steamer's arrival here, after  
which date they cannot be  
recognised.No claims will be admitted  
after the goods have left the  
Godowns, and all Goods remain-  
ing, undelivered after the 31st  
inst, will be subject to rent.Consignees of cargo are hereby  
notified that they must produce  
an Import permit signed by the  
Superintendent of Imports and  
Exports, Hongkong, before Bills  
of Lading can be countersigned.  
No Fire Insurance has been  
effected.Bills of Lading will be counter-  
signed by  
SHEWAN TOMES & CO.  
Agents.  
Hongkong, October 24, 1916.MOVEMENTS OF  
STEAMERS.

## CANADIAN MAIL.

The C.P.O.S. s.s. EMPRESS OF ASIA  
arrived Vancouver on Oct. 22, afternoon.  
The C.P.O.S. s.s. MONTEAGLE  
due to arrive Yokohama on Oct. 27,  
morning.  
The C.P.O.S. s.s. EMPRESS OF  
RUSSIA arrived Hongkong on Oct. 27,  
at 8 a.m.

## ENGLISH MAIL.

The P. & O. s.s. NYANZA left Singa-  
pore for this Port on the 21st inst.,  
a.m., with the Outward English Mail, and  
is due here on the 26th inst., at about  
9 a.m. morning.  
The P. & O. s.s. Homeward Mail Steamer  
KASHGAR with the Hongkong Mail  
the 8th September, arrived in London on  
Monday, the 23rd inst.

## MERCHANT STEAMERS.

The China Mail S.S. Co. Steamer  
CHINA left San Francisco on October 17,  
and may be expected to arrive in Hong-  
kong on or about November 8.  
The Ben Line s.s. BENARY from  
Middlesbrough and London left Singapore  
for this port on the 23rd inst. and may  
be expected to arrive here on or about  
29th inst.

## VESSELS IN PORT.

Steamers:

Waiyer, Br., s.s. 4398, Rutherford, 4th Sept.—  
Vungro Bay, 30th Aug. Gen.—S. L.  
August, Belmont, Br., s.s. 1967, Clarke,  
9th Sept.—Batavia, 3rd Aug.  
Ballast—A. P. Co.  
Mausang, Br., s.s. 1444, Alcock, 20th Oct.  
—Saidakan, 14th Oct. Gen.—J. M.  
& Co.  
Kumchow, Br., s.s. 1450, Martin, 21st Oct.  
—Saigon, 14th Oct. Rice—Chinese.  
Fuseldon, Br., s.s. 301, Blom, 21st Oct.—  
Singapore, 9th Oct. Bulk oil—A. P.  
Co.  
Kamakura M. Jap., s.s. 2641, Kuwa-  
shima, 22nd Oct.—Shanghai, 19th  
Oct. Gen.—N. Y. K.  
Anza, Br., s.s. 1097, Arntzen, 23rd Oct.  
—Bangkok, Gen.—T. & Co.  
Hanjane, Br., s.s. 1362, Hodgins, 23rd  
Oct.—Bangkok, 16th Oct. Rice—  
Chinese.  
Shibuto M. Jap., s.s. 2495, Yatsukawa,  
23rd Oct.—Saidakan, 17th Oct. Gen.—  
O. S. K.  
Harunasan M. Jap., s.s. 1867, Kobayashi,  
24th Oct.—Pescadore, 12th Oct.  
Sug-r M. B. K.  
Kaifong, Br., s.s. 986, Evans, 24th Oct.—  
Haiphong, 23rd Oct. Gen.—B. & S.  
Kamaga, Br., s.s. 1401, Fawcett, 24th  
Oct.—Shanghai, 20th Oct. Gen.—  
S. T. & Co.  
Yuensang, Br., s.s. 1158, Macey, 24th  
Oct.—Manila, 21st Oct. Gen.—J. M.  
& Co.  
Amakusa M. Jap., s.s. 1370, Konishi, 25th  
Oct.—Swatow, 24th Oct. Gen.—O. S. K.  
Euplectra, Br., s.s. 1450, Hawker, 25th  
Oct.—Batikpapan, 17th Oct. Bulk oil  
—A. P. Co.  
Haitan, Br., s.s. 1783, Thompson, 25th  
Oct.—Swatow, 24th Oct. Gen.—D. L.  
& Co.  
Haurto, Br., s.s. 1266, Smith, 25th Oct.—  
Batik, 20th Oct. Rice—Chinese.  
Shanghai, Br., s.s. 240, Colford, 25th Oct.  
—Macao, 25th Gen.—E. H. Ray.  
Shinyo M. Jap., s.s. 6375, Filmer, 25th  
Oct.—San Francisco, 23rd Sept. Gen.—  
T. K. K.  
Yushun, Br., s.s. 980, Legge, 25th Oct.—  
Bangkok, 16th Oct. Rice—C. M. S. N.  
Co.  
Changchow, Br., s.s. 1205, 26th Oct.—  
Saidakan, 19th Oct. Gen.—B. & S.  
Glenfalloch, Br., s.s. 1434, MacKenzie,  
26th Oct.—Singapore, 19th Oct. Gen.—  
Chinese.  
Takang, Br., s.s. 977, Matthews, 26th  
Oct.—Haiphong, 25th Oct. Gen.—  
J. M. & Co.  
Uiv, Br., s.s. 885, Aarnet, 26th Oct.—  
Bangkok, 15th Oct. Rice—Chinese.

## TO SAIL

GLEN LINE  
(MCGREGOR, GOW & CO.) Ltd.  
For Genoa & London.

THE Steamship

"GLENIFFER"

13,175 Tons D. W.

will be despatched for the above  
ports about second half of Decem-  
ber, 1916.For freight, passage and further  
information, apply to  
SHEWAN TOMES & CO.  
Agents.

## VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
G. L. & Co.	Benarty	8,000	Oct. 29	London
N. Y. K.	Yotorofu Maru	21,000	Oct. 30	Bombay
N. Y. K.	Katori Maru	21,000	Oct. 31	London
B. & S.	Taihybus	10,224	Nov. 1	Seattle
P. & O.	None		Nov. 2	Kobe
B. & S.	Oanfa	9,014	Nov. 2	Liverpool
J.C.J. L.	Tjitaroom		Nov. 2	Shanghai
J.C.J. L.	Tjiliwong		Nov. 3	Kobe
B. & S.	Cyclops	9,032	Nov. 7	Liverpool
P. & O.	Malta		Nov. 8	London
C. M. S. S.	China		Nov. 8	San Francisco
J.C.J. L.	Tjikini		Nov. 11	Java
B. & S.	Keemun	9,074	Nov. 12	Liverpool
B. & S.	Taihybus	10,224	Nov. 13	Manila
J.C.J. L.	Tjibodas		Nov. 13	Java
B. & S.	Ningchow	9,21	Nov. 13	Liverpool
P. & O.	Nyanza		Nov. 16	Kobe
P. & O.	Nankin		Nov. 20	London
B. & S.	Peles	7,441	Nov. 25	Liverpool
P. & O.	Malta		Nov. 30	Kobe
G. L. & Co.	Eastern		Dec. 2	Australia

## NOTICE.

## AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all  
parts of the commercial world.BANKERS.  
FORWARDERS.  
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHEQUES—  
the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

## CONSIGNEES

KONINKLYKE PAKET-  
VAART MAATSCHAPPY

of BATAVIA, JAVA.

NOTICE TO CONSIGNEES.

THE Steamship

"VAN SPILBERGEN,"

having arrived from SINGA-  
APORE, consignees of cargo

by her are hereby notified

that all Goods are being

landed at their risk into the

hazardous and/or extra hazar-

dous Godowns of the Hongkong

and Kowloon Wharf and Godown

Company, Ltd., whence and/or

from the wharves delivery may

be obtained.

Goods not cleared by November

2, will be subject to rent.

All broken, chafed and damaged

packages are to be left in the

Godowns, where they will be ex-

amined by Messrs. Goddard and

Douglas on November 2, at 10.30

a.m.

Claims against the steamer

must be presented in writing

within ten days of arrival of

steamer, otherwise they will not

be recognised.

No Fire Insurance will be ef-

fected by us in any case wher-

ever.

Bills of Lading will be coun-

tersigned by

J. M. &amp; Co.

Agents.

Hongkong, October 26, 1916.

## CONSIGNEES

TOYO KISEN KAISHA.

S.S. "SHINYO MARU."

(Freighter)

From SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS.The above named steamer hav-  
ing arrived, Consignees of  
cargo are hereby notified to send  
in their Bills of Lading for counter-  
signature, and to take immediate  
delivery of cargo from alongside.Cargo remaining undelivered  
on October 27, at noon, will  
be landed at Consignees' risk and  
expense, and delivery must then  
be taken from the Company's



SHARE MARKET QUOTATIONS.

Up to the Minute.

Union.	b. \$	955.00.
China Fines.	b. \$	159.00.
Douglases.	sa. \$	123.00.
Indes (Def.)	b. \$	134.00.
China Sugars.	sa. \$	138.00.
Langkats.	b. T	23.00.
K'loon Docks.	b. \$	132.00.
Ewos.	sa. T	167.50.
Kung Yike.	b. T	16.50.
S'hai Cottons.	b. T	123.50.
Yangtsepoos.	b. T	6.75.
China Prov.	sa. \$	9.20.
Cements.	sa. \$	10.20.
H.K. Tramways.	a. \$	7.30.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. J. W. Franks, A.S.P. (Reserve) state:—

Parades Central Station 5.30 p.m.

Saturday, Oct. 28th.—Defaulters Drill 4.30 p.m. under Chief Inspector Mason.

Monday, Oct. 30th.—Nos. 1, 3 and 4 Sections at Central. No. 2 Section at Water Police Station.

Football. Saturday, Oct. 28th.—Hongkong Police Reserve v. R. E. at Happy Valley, Military Ground. Kick off at 4.30 p.m.

Strength. P. C. 505 Antonio is permitted to resign as from the 27th inst. on medical grounds.

Monthly Magazine. Tuesday, Oct. 31st.—There will be a meeting of the Magazine Committee at Headquarters' Club at 5.30 p.m.

OPIUM ON SHIRE BOAT.

Seizure at Singapore.

In the second police court at Singapore on October 18, Mr. Taylor, head of the Government Preventive Service, charged Cheng Chee, head boy on the steamer Merionethshire, and Pang Ah Koon and Foong Kow, two table boys employed on board the same steamer, with being in possession of \$450 worth of opium. Supervisor Ganno of the Monopolies and a party of Revenue Officers found the drug hidden away on board the ship as she lay at the wharves. The first named accused pleaded guilty to importing, saying he bought the stuff in London to sell here. He was fined \$2,000 with the alternative of six months rigorous imprisonment. The other two accused who pleaded not guilty were acquitted and discharged.

Ong Chee-kuan was then charged with importing non-Government opium into the Colony to the value of \$160, and being in possession of same.

A Government Monopolies chint on duty at the Hylam Koonsee saw a passenger alighting from a sampan behind the Drill Hall, instead of at the ordinary landing steps. He hurried round and stopped the man, and tied round his waist found three bladders with the opium inside it. The accused was convicted on both charges, of importing, and of being in possession, and he was fined \$500 in respect of each charge or in the alternative, three months rigorous imprisonment on each charge, the terms to run consecutively.

Improper Figures.

A shop-keeper, of 24, Hollywood Road, was charged before Mr. O. D. Melbourne, at the Police Court this morning, with "unlawfully, wickedly and scandalously" selling certain china figures. The charge described him as "a scandalous and evil-disposed person." It appeared that the police went into the shop and found the figures exposed for sale. Defendant described them as children's toys and said similar toys could be found in many shops. The case was adjourned.

WAR CHARITIES.

Subscription List No. 9.

Already acknowledged	\$155,091.84
General Fund:—	
Sale of programmes at Boxing Contests on 16/9/16 per Mr. G. Goldsborough...	15.10
Hongkong Gymkhana Club	197.40
Net proceeds of the Concert at the Kowloon Cricket Club on 9th Sept.	400.00
We Cheong Bank	50.00
Fook Wa Banking and Insurance Co. Ltd.	50
Ma Yuk Shan, Esq.	50
M. Y. Shan & Co.	30
On Ning Company	10
Collected from the boxes at Star Ferry Pier Tram Station & Blake Pier	15.07
Mr. A. H. Compton	100
Union Trading Company	250
Scholars of the Kowloon British School "Orderly"	12.47
Messrs. Moxon and Taylor	21.30
Messrs. Robertson Wilson and Co.	100
Proceeds of the Hongkong Police Reserve Concert, arranged by Inspector McEwen	5
Barbers Guild	175
Li Yik Mui	327.55
Kong On Loong	30
Sa Hoi Kee	10
Victoria British School	10
Mr. E. Newhouse	10
Tadpole Ah Chee	40
Mr. J. McGregor	11
Mrs. J. McGregor	6
Miss W. M. Gomes	2
Monthly Subscriptions	\$2,485.50
Red Cross:—	
Monthly Subscriptions	87.50
Pipe Fund:—	
Monthly Subscriptions	5
Lady Victoria Herbert's Fund for Prisoners of War:—	
Some Members of the Hongkong Club	44.88
Prisoners of War Fund:—	
Miss N. W. Bascombe	10
Blinded Sailors and Soldiers Fund:—	
Monthly Subscriptions	20
Officers Families Fund:—	
Monthly Subscriptions	55
Soldiers and Sailors Families Association:—	
Monthly Subscriptions	10
Belgian Relief Fund:—	
American Children of the Hilltop Sandey School, Wuchow	12
Cigarettes and Tobacco Fund:—	
Ladies Bridge Book	10.70
Shropshire's Entertainment Fund:—	
Peak Club	200
Total Subscriptions to date	159,944.31
Less amounts allocated and earmarked, subscriptions remitted and local payments	134,960.60
Balance in hand	\$24,983.71

N. J. STABB,

Hon. Treasurer, Hongkong, 26th August, 1916.

CRICKET.

Civil Service v. Fantome.

The above match will be played on the Civil Service ground on Saturday at 2.30 p.m. The following will play for Civil Service:—Hon. Mr. O. Severn, R. O. Witchell, E. E. O. Bird, E. O. Hutchison, P. T. Lambie, O. Sara, F. Ling, E. W. Barnes, O. J. Tauchi, E. W. Dawson, E. W. Hamilton (Capt.).

Cholera in Palestine. An unconfirmed message from Jerusalem, which appears in the *New Zürcher Zeitung*, says that an epidemic of cholera is raging throughout Palestine. Many Turkish soldiers have died from the disease.

LICENSING SESSIONS.

Renewal of Grand Hotel Licence Refused.

The annual Licensing Sessions were held at the Council Chamber this morning, when there were sixteen applications for consideration. The Hon. Mr. Claud Severn presided and there were also present:—Sir Paul Chater, O.M.G., the Hon. Mr. David Landale, the Hon. Mr. E. Shellim, the Hon. Mr. O. McL. Messer, Mr. A. S. Shelton Hooper, Mr. T. F. Hough, and Mr. E. A. C. North (Secretary).

The applications were as follows:—James Harper Taggart, publican's licence, Hongkong Hotel; James Harper Taggart, publican's licence, Hongkong Hotel (Public Bar); Job Witchell, publican's licence, King Edward Hotel; Frederick Reichmann, publican's licence, Grand Hotel; Fritz Albert Chopard, publican's licence, Astor House Hotel; Frank Edward Hall, publican's licence; Palaoe Hotel; P. O. Penner, adjutant licence, Peak Hotel; Tokoyo Uyetaki, hotel keeper's adjutant licence, Nomura Hotel; Kackazo Uyetaki, hotel keeper's adjutant licence, Tokyo Hotel; Tsui Tsz Wing, hotel keeper's adjutant licence, Stag Hotel; Sei Ishiyama, hotel keeper's adjutant licence, Irocha Hotel; D. M. Goodall, restaurant keeper's adjutant licence, Wiseman Limited; Sohichi Yoshizawa, restaurant keeper's adjutant licence, Yoshizawa Tokubachi; Juhachi Tada, restaurant keeper's adjutant licence, Kowloon Tei; Mrs. Nellie Babbage, restaurant keeper's adjutant licence, Alexandra Cafe; Yone Nomura, restaurant keeper's adjutant licence, Haranya Hotel.

Among the applications two were new ones, one being the second in respect of the Hongkong Hotel, and the other that of Sei Ishiyama for an adjutant licence. On these, some discussion took place, which is reported below. All the other licences were not objected to by the Police, and these were granted, with the exception of that applied for by Frederick Reichmann, of the Grand Hotel.

The Grand Hotel's Licence. When this application came to be considered, it was stated that the police had reported that the business had been very well conducted during the past year.

Mr. Shelton Hooper said this was one of the licences which was discussed last year, and the Board then refused the application. He thought the Board should refuse it again.

Mr. Shellim:—Is not the applicant a German subject? The Chairman:—Yes. This case was discussed at considerable length on a previous occasion.

It was decided to take a vote on the matter, the following voting against the granting:—The Hon. Mr. Shellim, Sir Paul Chater, the Hon. Mr. Landale and Mr. Shelton Hooper. Those voting for were:—The Chairman, Mr. T. F. Hough and the Hon. Mr. O. McL. Messer. The licence was, therefore, refused.

Hongkong Hotel Bar. On the application of Mr. J. H. Taggart for a licence in respect of 16, Des Voeux Road, Central, which is a new one, a great deal of discussion took place.

Mr. H. W. Looker made the application on behalf of Mr. Taggart and said it was proposed, if the licence were granted, that the public bar, which at present was on the corner of Pedder Street and Des Voeux Road, should be removed to the premises occupied by Messrs. Thos. Cook and Sons, who would then transfer their business to the premises now used as a bar.

The Chairman pointed out that the same person could not manage two licensed premises, and he thought on that ground the application could not be granted. That was the only objection, so far as he knew.

Mr. Messer said there might be an objection on the ground of the increased number of licences.

Mr. Looker then went on to make a long statement to the Board, pointing out advantages of getting the public bar removed from its position to where Messrs. Cook's premises were. He said the Hotel was compelled to supply food and refreshments to travellers

and had to have a public bar, though, as a matter of fact, they would really be without it. The Hotel was the premier one in the Colony, and was in many respects a social centre. Owing to the composition of its customers, they had to have separate places for differing classes, as was the custom all over the world. There was a smoking room bar upstairs for residents and friends, and there had to be a public bar for the class of persons who frequented public bars. It was desirable that such places should be kept as distinct as possible, and most of the hotels at Home had public bars with side entrances. The hotel's public bar now was right on the corner and quite adjacent to the main entrance. In public bars it was inevitable for trouble to arise sometimes, and if trouble arose where the bar was now, the offender had to be either put out in Pedder Street or Des Voeux Road, whereas he could be quietly put out into the passage at the side of the proposed premises if the bar were there. The change would also benefit the visitors to the hotel, for that would put Messrs. Cook's right by the Hotel, and it was through this firm that most of the travelling arrangements were made. A hairdresser's shop would also be installed and several other changes that would conduce to the convenience of hotel people. Another advantage would be that, as the hotel was largely visited by naval and military officers, they would not be brought into contact with the men of their forces by the close presence of the public bar. It was considered advisable to avoid any mixing of the various classes of military and naval men during their hours of relaxation. It would not be possible to make any connecting passage between the two, as the building was on the wrong side of the next block, but Mr. Taggart's room overlooked the side passage and a European barman would be appointed to supervise the place. Mr. Looker went on to outline other advantages that would accrue through the change, and added that if the scheme which had been mooted by the Government of taking over the control of all public bars in the Colony, ever came to pass it would be more suitable to take over an entirely separate place than a part of a hotel. He did not know of any Ordinance or law which prevented a man being in control of two licences, and he therefore asked for the application to be granted.

The Board considered the application in camera, and it was later announced that the matter had been adjourned.

Japanese Application Refused. Mr. P. W. Goldring applied on behalf of Sui Ishiyama for an adjutant licence at 1, Hanfong Lane, Wanchai. Mr. Goldring stated that there were now nearly 1,500 Japanese inhabitants at Wanchai and yet there was no licensed hotel.

Some talk ensued as to why the women's husband had not applied for the licence, and the application was refused so that a fresh application could be made.

Other Incidents. With regard to the Astor House Hotel, it was reported by the Police that the applicant had been fined \$100 during the past year for breaches of the Travellers' Restriction Ordinance. In reply to a question by Mr. Shelton Hooper, it was stated that Mr. Chopard was a Swiss, but very pro-French.

The application of P. O. Penner in respect of the Peak Hotel, elicited the remark from Mr. Hooper:—I should rather not vote on this.

It was pointed out that unless any objection were raised, the licence would be granted. And there was no objection.

The police had reported on the application for the Alexandra Cafe's licence that, after the war, a male manager should be obtained as early as possible, but the Chairman pointed out that that did not affect the present application.

Germany's Petrol Supply. Germany has prohibited the sale of petrol for lighting purposes in consequence of the declaration of war by Rumania, from which country Germany obtained the greater part of her petrol.

THE VICE-PRESIDENCY.

Disorderly Meeting in Peking.

Peking, October 17.—The question of the election of a Vice-President does not look as if it were going to be settled easily. Both Houses of Parliament met yesterday to decide upon a date for the election, but the meeting after three hours of discussion broke up in disorder. A small majority, apparently, wish to proceed with the election forthwith, whilst a large minority want to defer it until after the promulgation of the new Constitution, a decidedly indefinite date. Another meeting of members of an association for the study of constitutional matters, convened to discuss the same point, also ended in trouble. A local paper states that the meeting resolved itself into a free fight in which the members pumelled each other vigorously. A splendid battle came to a close only when the electric light was switched off, and the belligerents were no more able to see whether they were murdering friend or foe. This meeting split upon the question whether Feng Kuo-chang should be nominated or Tsen Chun-huan.

Still another meeting of members of Parliament and important persons from several northern provinces advocated the election of Feng Kuo-chang, and Hsu Shih-chang, the former being the favourite by a small majority.

Apparently Feng Kuo-chang has the greatest number of backers, but it is clear that there is a strong party anxious to postpone the election altogether. Why, is not altogether clear, for if the Kuomintang are prepared to elect Feng Kuo-chang, it is not apparent why the other side should object to his nomination. Evidently the Vice-Presidency, as things are at present, is regarded as a great plum by the party now in power, who foresee the retirement of Li Yuan-hung at some not far distant date. If Li Yuan-hung is to be squeezed out, the Vice-President will be the national inheritor of the premier position, hence probably the desire to postpone the junior appointment until those now in power settle among themselves as to who is to succeed Li Yuan-hung.—N.C. Daily News.

HARBOUR ITEMS.

Vessels arriving from the South report heavy monsoon, resulting in considerable delay. It will be seen from another column that the s.s. Castledelf is very much overdue from Saigon.

The s.s. Halvard and the s.s. Kamor brought to port cargoes of rice from Bangkok.

The s.s. Hongkong has arrived in ballast from Marseilles to the order of Messrs. Lapieque and Company.

The P. and O. steamer Nyansa arrived from Home last evening, having left London on September 12. She carried a general cargo. She had 30 first-class and 41 second-class passengers on board.

The J. C. J. L. steamer van Spilbergen arrived in port yesterday with a general cargo, having left Singapore on the 10th inst.

The liner Empress of Russia came into harbour this morning from Vancouver, having left the latter port on the 5th inst. She carried a general cargo and in addition to a large number of saloon passengers she had 322 Chinese steerage passengers on board.

Returned.

Mr. and Mrs. L. J. Blackburn returned from Home by the s.s. Nyansa last evening.

Disfiguring the Landscape. The Public Works Department summoned a Government contractor before Mr. O. D. Melbourne, at the Police Court this morning, for removing stones from the hillside at Pokfulam. It was stated by Mr. Green that three large scows were camped on the hillside, each about fifty yards square. The damage done to trees by this stone-moving was \$150. His Worship imposed a fine of \$50.

JAPAN IN CHINA.

An American View.

Assurances from Tokyo that Japan has not infringed the sovereignty of China or broken the terms of the Root-Takahira agreement, and from Petrograd that the Russo-Japanese treaty does not seek to close the "open door" to the United States, could not be expected to allay the anxiety of the Administration as to the meaning of the Cheng-chiatun incident. In the first place, there is every reason to believe that the Japanese troops were more to blame for the trouble than the Chinese; there was no good excuse for their invasion of Chinese headquarters or even for their presence. In the second place, the Japanese demands for reparation are excessive. They involve, not only apology and indemnity, but the appointment of Japanese "advisers" for the Chinese garrisons in South Manchuria and East Mongolia and Japanese policemen in towns where there are large Japanese settlements. If this be not an encroachment upon the authority of the Chinese Government, what is it? No Power dealing with another on equal terms would propose such a thing. No Power yielding to such a proposal can be regarded as a free agent in its relations with the rest of the world. How can such intervention by Japan in China mean anything else than a repudiation of the Root-Takahira agreement, which pledged both Japan and the United States to respect the integrity of China and keep each other informed as to any steps likely to change the status quo?

The truth is, of course, that the present Administration has invited precisely this sort of aggression from Japan. How far it may go, no one can pretend to say. Quite possibly there is no immediate intention of repeating in China the Korean programme. Quite possibly there is no occasion for the United States to be alarmed about Japanese designs toward the commercial mastery of the Pacific. But it is clear that the Hay policy cannot be maintained against Japan and Russia by mere "watchful waiting." Nor is there anything inconsistent with friendly relations with both in taking active measures to keep the door open. If the Powers leave China to herself at this crisis in her fate, nothing is more certain than that she will become, in fact if not in name, a mere dependency of Japan. If Russia had Mongolia she would be content. The single Power which is free to preserve her from this fate is the United States. None of the European belligerents is able to protect effectively, and three of them are under obligations to Japan. At present it is largely a matter of finance. China lost her strong man in Yuan Shi-kai. His successor, Li Yuan-hung, is ready to accept help from any source, without scruple as to the consequences. It is plain that the Power which takes the largest part in the development of China will have the greatest influence in directing her future. Yet one of the first things this Administration did was to press for the withdrawal of American bankers from the Six-Power loan, and it has since consistently refused to sanction investments in Chinese securities.

It may be, as some Japanese say, that Japan is not particularly desirous of lending money to China just now. It may be that that drain upon her resources would be too great. Nevertheless, such shrewd statements as those at Tokyo cannot fail to see the advantage of becoming the chief creditor of China. Even if they had no wish to infringe Chinese sovereignty, they would recognise the necessity of putting an end to financial and political anarchy in this neighbouring State. It is idle to blame them. If the United States is weak enough to abdicate the position it might hold in the Far East, it must not complain if Japan seizes upon the opportunity.

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MORE TRIBUNAL CURIOS.

A Few Flowers from a Big Bunch.

Says John Bull:—According to proceedings at Gravesend, when the case of a school teacher was announced as "settled" before he appeared at the Tribunal, certain Government Departments are shielding some of their young men by making private arrangements with the War Office. An appearance in front of a Tribunal just to say that all has been nicely fixed up, reduces that body to impotence. At Hadden Bridge a member of the Tribunal appealed for two of his sons. As he has six, and not one is serving, his membership of the Tribunal is by way of being an anomaly. At York Mr. Seebohm Rowntree secured exemption of some kind for five of his men, two of whom are growing tomatoes and one is raising obituary, while another is his private secretary. At Bristol a master pawnbroker was plainly told that his trade "is not of national importance." When he asked, "May I quote a precedent?" he was told "No."

The Tribunal must have had a shrewd notion of the "precedent" he was anxious to quote! The allusion was to the case of Alderman Swaish, whose affairs have become the talk of Bristol. He is an ex-Mayor of the city; he is Chairman of the Tribunal, and owner of a number of pawnbroker's shops. It is a fact that he has been remarkably successful in securing conditional exemption for five of his managers, on the grounds, apparently, that his is a large business and that he pays much rates. His two sons are also concerned, one being rejected as unfit, the other exempt as "the head of a business of great magnitude." In the light of these particulars there is no wonder that small business men, who face rain when called up, are making loud and bitter complaint, nor are we surprised that at least one of Mr. Swaish's cases is to be reopened by the Military Representative.

BIG OPIUM CASE.

Before Mr. C. D. Melbourne, at the Police Court this afternoon, two Chinese were charged with being in possession of 700 taels of prepared opium, valued at \$7,000.

The Hon. Mr. H. E. Pollock, K.C., and Mr. E. J. Grist defended, and the prosecution was conducted by Mr. Barn, of the Imports and Exports Department. It was stated that Mr. Barn, in company with other revenue officers, found the opium under the bed of a cabiols at 48, Des Voeux Road Central. The two defendants, when taxed with being in possession of it, each accused the other of being the possessor.

A Chinese revenue officer said the second defendant, in Cantonese, said he would give him some money to drink tea if he would not search the two baskets. The first defendant then turned round and threw a key on the bed, at the same time denying that the key belonged to him. Witnesses asked the first defendant to go back to the cabiols, but he was not willing to do so, and got no further than the door. Witnesses sent for the No. 1 Chinese revenue officer and Mr. Barn, and when they returned he told them the defendants had admitted that there were 132 pieces of opium in the baskets. He ordered the first defendant to take the key he had thrown down and open the baskets; and when he did so they were found to contain opium, as he had said, each basket having 350 taels of opium inside.

The case was proceeding when we went to press.

Football Match.

The Police Reserve and the Royal Engineers meet in a 2nd Division League match tomorrow at 2.30 p.m. on the military ground. The Police Reserve team will be:—Hyder, Baptista and Smirk; Remedios, Maher and Goodwin; Lopes, Royle, Iy Kwan, Ting, Yukson and Sham Tak-oh. Reserves:—Wong Cheung-yee and Mok.



# THE HONGKONG TELEGRAPH. EXTRA.

HONGKONG, FRIDAY, OCTOBER 27, 1916.

## TELEGRAMS.

### MINE-SWEEPER SUNK.

[Reuter's Service to The "Telegraph."]

October 26, 6.15 p.m.

An official announcement says that an enemy submarine torpedoed and sank the mine-sweeper Genista on October 23. All the officers and 73 men were lost. Twelve were saved. When last seen, the ship was sinking, but still engaged with the enemy submarine.

### IN THE BALKANS.

#### Serbians Capture Heights.

October 26, 6.30 p.m.

A Serbian communique says:—We captured heights on the left bank of the Cerna, taking prisoner 480 men.

#### The Fall of Constanza.

October 26, 9.45 p.m.

Reuter's correspondent at Odessa states that particulars of the last days of the Russo-Rumanian occupation, gathered from arrivals, show that as many as fifteen aeroplanes dropped bombs in one day, and fifteen wounded men in a Red Cross hospital were killed.

Notwithstanding the bombardment, the authorities despatched stores by railway, road and sea and ultimately burned the remainder.

A Russian flotilla assisted the retiring troops in resisting the enemy on the approach to the town.

The troops retired in an orderly manner, and the flotilla only left when the port was in flames.

[The above telegram is given in the form received. It probably refers to the fall of Constanza.]

#### Cernavoda Bridge.

October 27, 4.45 a.m.

A Bucharest communique announces that the Cernavoda bridge has been cut.

Reuter's correspondent at Amsterdam says that a German official statement asserts that the Rumanians blew up the bridge.

### MORE SINKINGS.

October 26, 11.25 p.m.

The latest sinkings reported are:—The steamers Sydmouth (British), Venus 11 and Sola Dag (Danish), Comtesse de Flandre (Belgian), and the schooners Tweed and Twig (British).

#### The s.s. Castlefield.

A few minutes before going to press further enquiries regarding the s.s. Castlefield elicited the information that no news had been received as to her whereabouts.

#### Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending October 14 amounted to 59,141 tons and the sales during the period to 51,238 tons.



## GENERAL SHIPPING NEWS.

**China Merchants S. N. Co.**  
A meeting of the directors of the China Merchants S. N. Co. has decided to grant to captains, officers and engineers in the company, from October 1, the same concession for the stabilizing of exchange as has been given by the other companies, viz. half pay at a fixed exchange of 1/3 to the dollar and the remainder at current rates of exchange, thus keeping the company parallel with the other two companies.

#### Requisition of Chartered Ships.

The decision that requisitioning of a vessel from her charterers does not terminate the charter party has aroused considerable interest among admiralty lawyers in shipping circles, as indicating the disposition of other steamers now in the service of the British government which will be released before the end of the war. Reports of the case have just been received from Home. The decision was rendered by Lord Buckmaster, L.O. Earl Loreburn, Viscount Haldane, Lord Atkinson and Lord Parker, of Waddington, of the House of Lords. Two dissents were entered. The case was the F. A. Tamplin Steamship Company, Ltd., against the Anglo-Mexican Petroleum Products Company, Ltd. The vessel was chartered from the owners, the Tamplin Steamship Company, on May 18, 1912, to the Anglo-Mexican Petroleum Products Company, for five years, beginning with December 4, 1912, to carry petroleum and crude oil or its products. The charterers had the right under the contract to sublet the steamer to Admiralty or other service without prejudice to the charter party. The charterers were, however, to remain responsible for the welfare of the ship. An exception clause in the charter-party included the "restraint of princes." In December, 1914, the British government notified the charterers that the vessel was requisitioned, and in February control was assumed by the government. The ship was refitted for the transportation of troops and has since that time been utilized for this service. The dispute between the owners and the charterers arose over these respective rights under the charter party and the issue was submitted to arbitration. The owners contended that the act of requisition was within the "restraint of princes" clause and that the charter-party was accordingly suspended or brought to an end. The requisition could not be treated as subletting by the charterers, as they were not entitled to sublet on the terms of the requisition. Furthermore, it was asserted that charterers were not permitted, under the contract, to sublet as to permit structural changes in the vessel or its use for the transportation of troops. It was contended that the charterers could not claim the same paid by the government for the vessel. The allegations of the owners were denied by the charterers who held that the use of the ship by the government under the requisition was in fact a subletting, and that the alterations in the vessel to accommodate troops was included in the "restraint of princes" clause. The first decision held that the charter-party was terminated by the requisition. The case reached the Court of Appeal, where this stand was reversed. In the final three-to-two decision affirming the Court of Appeal and holding that the charter-party was not terminated, Lord Loreburn said that many months might elapse after the vessel was released by the government and before the end of the original lease, and that accordingly the charter-party should be considered valid. Otherwise the ship would revert to the owners and be used by them for commercial purposes during a period which was clearly covered in the charter party. If there were evidence that could be considered by the Court that the requisition would extend to the end of the lease or longer, then his opinion, might have been different, said Lord Loreburn. It was held that the shipowners were not entitled to the compensation paid by the government. Viscount Haldane and Lord Atkinson dissented.

**The Ecuador's Crew.**  
The Shanghai agents of the Pacific Mail write to Shipping and Engineering as follows:—In your issue of October 6, 1916, there appears an article headed: "The Operation of the Seaman's Act," in which the conditions of working a ship with American crew are stated. In one paragraph you state as follows:—"More unless some special dispensation from the Seaman's Act can be secured on arrival in the United States, the Chinese staff, not understanding English as is specified in the act, will have to be discharged and they in turn returned here as passengers while a fresh body of stewards will have to be engaged to take their place."—This statement is rather misleading to the public as it gives the impression that the following steamers of the Pacific Mail Steamship Co. are to be manned by an American crew, while this is not the case, as Chinese capable of passing the language test required by the Seaman's Act for use as waiters, cabin boys and for all services in connection with the handling of passengers have been taken on at Hongkong and forwarded to San Francisco for the s.s. Venezuela and s.s. Colombia. The Chinese crew for s.s. Ecuador has been taken on at Hongkong, who will work the ship commencing from the home-ward trip from Hongkong, on October 14. The Chinese for this service who can pass the test required usually can be obtained in Hongkong, and the company expects no trouble in working the ships with an American crew in the engine-room and deck department, and a Chinese crew in the steward's department.

**Motor-Driven Tugs.**  
The motor driven tug continues to increase in popularity with foreign owners, and especially where the vessel is destined for canal service and river work. In the majority of cases, where boats are built for the East, we see paraffin engines installed, and generally these are Gleniffer, Gardner, Thornycroft, or Kelvin sets. Only last week there was shipped to the East the first of two 30ft. towboats. The little craft, which, by the way, was of steel construction, and turned out by a Clyde firm, was fitted with a four-cylinder 60 h.p. Kelvin paraffin set. The sister vessel is having a four-cylinder 40 h.p. Gleniffer heavy type set installed. In South America, West Coast Africa, and China Coast, the motor-driven tug, and particularly the paraffin engine boat, where the craft is of small dimensions, is daily increasing in favour. That well-known Glasgow firm, the British Marine Motor and Launch Co., Ltd., it may be mentioned, have just secured a very important contract for the building of some half a dozen oil engine tugs for service abroad. The vessels will be about 50ft. in length, and will be of steel construction throughout. The machinery in each case will take the form of a paraffin installation of 40 to 50 h.p., driving a solid propeller through a reverse gear. With the higher powered river and canal towboat the hot bulb or low compression residual oil engine is certainly to be preferred. The machinery is a slow running set, thereby allowing of good propeller efficiency and eliminating the employment of a reduction gear, which in certain inland waters is desirable with an installation running at a normal speed of 600 to 750 r.p.m. There is also a considerable saving in the fuel bill by the employment of the solid injection hot bulb set, and particularly so in the case in Great Britain, where a prohibitive price reigns for paraffin at the present time. Another feature of the hot bulb engine, and one which cannot well be overlooked by commercial boat owners, is its great simplicity. The solid injection port scavenging engine is devoid entirely of valve gear, and can be handled by a novice after a couple of weeks' tuition. Manufacturers of hot bulb residual oil engines, and particularly installations of the solid injection type, have certainly for some time back been doing well in the turning out of machinery for small commercial craft.—*Journal of Commerce.*

**Auxiliary Power for Sailing Ships.**  
Contracts have been placed in America for no fewer than eight four-masted fore and aft schooners to be fitted with auxiliary power. Four of the vessels are about 230 feet in length, while two are about 220 feet in length. The vessels, which, by the way, will be of wood construction throughout, will be fitted with solid injection hot bulb motors or Diesels. It is surprising the number of outboard motors we see around the coast. There can be no doubt but that the outboard set is daily coming more into favour, and not only with pleasure boat owners, but also with those who handle commercial launches of the smaller type. So far, it appears to be the American manufacturer who is commanding the market for these sets in the United Kingdom. In Japan it is said that during the past ten years some three thousand vessels have been fitted with motors. Seven hundred of them being fishing boats.

**Remarkable Salvage.**  
Memories of another era of shipping are, writes a correspondent of the *Manchester Guardian*, revived by the astounding report from Mobile that the old clipper ship *Avenger*, which has been aground at Oban-deleur Island (Gulf of Mexico) for over a dozen years, has now been salvaged and taken safely into port. It was in January, 1904, that the *Avenger* ran ashore in a very awkward position, and since then somewhere about a dozen attempts have been made to get her off. Salvage contractors are a stubborn body of men, and hate to admit that a task is impossible. She is to be rebuilt at a cost of 75,000 dollars. Then no doubt she will be fixed to load at a good fast freight that will go a long way towards paying for the cost of reconstruction and re-rigging. Built of iron at Whitehaven in 1879, the *Avenger* for a long period of years was a well-known British-Australia clipper, running regularly in the wool trade between Australia and the Thames. She was always commanded by skippers of the old school, men who knew how to squeeze the last half knot out of her, and often it happened that she did her long passage between London and the Antipodes in round about 90 days. When I knew the vessel some 25 years ago Captain Ferguson had her. He died at sea, and I recall very well that, anticipating that fate, he had incorporated in his will a clause saying that they were not to waste good new canvas in sewing him up, but were to use a piece of an old sail. The *Avenger*, like many another old British ship, finally passed into foreign ownership, and at the time of her stranding she flew the flag of Norway.

**Pacific Mail Report.**  
The Pacific Mail Steamship Company on August 23 issued the first of the semi-annual statements, which shows gross revenue for the six months ended June 30, 1916, of G. \$803,864, an increase of G. \$20,214 over the corresponding period a year ago. Total net revenue, excluding the Trans-Pacific line amounted to G. \$470,258, an increase of G. \$376,351. For twelve months the total net revenue excluding the Trans-Pacific line, aggregated G. \$635,128, an increase of G. \$416,997. In his report to stockholders, President George J. Baldwin says in part:—"The six months' period reported upon in 1916 includes under net revenue the earnings of but five steamships as against seven steamships in 1915. The fact accounts for the comparatively small increase in gross revenue from steamships operated by the company as well as for the considerable decrease in operating cost, which includes normal depreciation. The net earnings of the other two steamships appear under revenue from ships chartered to others. A similar factor enters into the twelve months' report, the last six months of which were under the present control. Very little charter revenue was earned in the first half of the twelve months. The earnings of the old Trans-Pacific line, which was still in operation in the early part of the twelve-month period, are not

shown here as they have no comparative value. (Our new Trans-Pacific line, with new steamships Ecuador, Venezuela and Colombia, is just getting under way). The valuation of the steamships includes the seven originally purchased and two of the new ones, but not the third, the Colombia, which at that time had not been transferred to our ownership but which has since been transferred and paid for from funds indicated under the heading bills and accounts receivable. You will recall that in addition to the usual annual depreciation charge G. \$549,609.98 was written off during the fiscal year ended April 30, 1916, from the valuation of the steamships first purchased. As these steamships were then carried upon the books at G. \$1,031,681.32 their present book value is left at the very conservative figure of G. \$482,071.34, in order that your company may be prepared for any future contingencies. The company desires to keep its stockholders more frequently informed as to its earnings and will in the future transmit comparative semi-annual statements. Monthly statements were considered, but as the earnings are computed on each voyage and the number of voyages terminating in each month may vary so widely, an appearance of fluctuating earnings would be created which would not be a true indication of actual income."

**China Coast Gazette.**  
Captain W. S. Ross, of the *Chiyeen*, is on leave. Captain O. B. Wilks, from leave, has gone master, *Chiyeen*. Mr. B. Jaul, from leave, has gone chief officer, *Poochi*. Mr. G. Watkins, chief officer, same ship. Captain Carlson, from leave, has gone master, *Kiangyu*. Mr. C. Taylor, acting master, *Kiangyu* has gone chief officer, same ship. Mr. W. Hetherington, acting chief officer, *Kiangyu*, has gone second officer, same ship. Mr. J. Wilson, second officer, *Poochi*, has gone third officer, *Kiangteen*. Captain J. Oadney, of the *Tamsui*, has gone master, Ningpo. Captain J. McCulloch, of the *Ningo*, is on leave. Mr. D. H. Martin, chief officer, *Yingchow*, has gone acting master, *Tamsui*. Mr. D. T. James, chief officer, *Lian*, has gone chief officer, *Yingchow*. Mr. D. T. Lewis, second officer, *Lian*, has gone acting chief officer, same ship. Mr. C. B. L. Springer, second officer, *Kwelin*, has gone second officer, *Chenau*. Captain Taebben, of the *Chenau*, is on reserve. Mr. C. R. McMahon, acting master, *Ngankin*, has gone acting master, *Chenau*. Captain H. A. Wavell, from reserve, has gone master, *Ngankin*. Mr. E. S. Dyke, supernumerary, *Fatehan*, has gone second officer, *Kanchow*. Mr. P. D. Crowther, chief officer, *Fatehan*, has resigned. Mr. J. G. Foster, from reserve, has gone chief officer, *Fatehan*. Captain F. Mooney, from leave, has gone master, *Laisang*. Mr. O. D. Nicell, acting master, *Laisang*, has gone chief officer, same ship. Mr. A. Pirie, supernumerary, *Yatsing*, has gone supernumerary, *Hop-sang*. Mr. D. Skinner, supernumerary chief officer, *Pookang*, has gone chief officer, *Kutsang*. Mr. W. Hipkin, acting chief officer, *Kutsang*, has gone second officer, same ship. Mr. M. Costello, second officer, *Kutsang*, has gone supernumerary second officer, *Pookang*. Mr. W. Field-Book, from leave, has gone acting chief officer, *Taisang*. Mr. J. Cronin, chief officer, *Taisang*, has resigned. Mr. N. S. Allison has been appointed second officer, *Yatsing*. Mr. F. Herbert, chief officer, *Katsang*, has gone gone chief officer, *Loksang*. Mr. A. W. Cobb, chief officer, *Loksang*, is on reserve. Mr. F. W. Jones, second officer, *Kinahan*, has resigned. Mr. J. Bein, chief officer, *Exploctels*, has resigned. Mr. T. Smart, second officer, *Patella*, has gone chief officer, *Exploctels*. Mr. J. Cartwright has been appointed second officer, *Laertes*. Mr. O. D. Martens, chief officer, *Holsang*, has resigned. Mr. A. J. Weatherhead has been appointed chief officer, *Holsang*. Mr. F. W. Jones has been appointed chief officer, *Charles Hardouin*.—*Shipping and Engineering.*

## HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;  
B.—BUYERS; N.—NOMINAL.

## OFFICIAL PRICES.

BANKS.	
Banks	s. \$76 1/2
Marine Insurances	
Cantons	b. \$40 1/2
North Chinas	b. t. 15 1/4
Unions	b. & sa. \$95 1/2
Yangtszes	n. ex 73 \$25 1/2
FIRE INSURANCES.	
China Fires	b. \$18 1/2
H. K. Fires	b. \$38 1/2
SHIPPING.	
Douglases	sa. \$12 1/2
Steamboats	b. \$22 1/2
Indos (Def.)	b. \$13 1/2
Indos (Pref.)	b. \$4 1/2
Shells	n. 11 1/2
Ferries	n. \$3 1/2
REFINERIES.	
Sugars	b. \$13 1/2
Malabars	b. \$3 1/2
MINING.	
Kailans	n. 30 1/2
Langkats	n. 1 1/2
Raubas	n. \$2 1/2
Tronohs	b. 28 1/2
Urals	n. 24 1/2

DOCKS, WHARVES, GODOWNS, &C.	
H. K. Wharves	n. \$85
Kowloon Docks	b. \$123
Shai Docks	b. t. 92 1/2
LANDS, HOTELS AND BUILDINGS.	
Centrals	b. \$101
H. K. Hotels	n. \$115
Land Invest.	n. \$101
H. K. Est.	b. \$7,60
K'loon Lands	n. \$38
Shai Lands	n. t. 92 1/2
West Points	s. \$56
COTTON MILLS.	
Ewos	sa. t. 167
Kung Yiks	b. t. 163
Shai Cottons	b. t. 135
Yangtzeppos	b. t. 6 1/2
MISCELLANEOUS.	
Borneos	n. \$8 1/2
China Light & P.	n. \$17 1/2
Providents	b. \$9,20
Dairy Farms	s. \$33
Green Islands	b. \$10 1/2
H. K. Electric	b. \$5 1/2
H. K. Ice Co.	n. \$160
Ropes	b. \$34
Steel Foundries	b. \$39 1/2
Trams, Low Level	b. \$7,30
Trams, Peak, old	b. \$1
Trams, Peak, new	b. \$1
Laundries	n. \$3 1/2
U. Waterboats	n. \$17,00
Watsons	b. \$7,90
Wm. Powells	s. \$5,90
Morning Posts	b. \$29

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H. K. Wharves n. \$85  
Kowloon Docks b. \$123  
Shai Docks b. t. 92 1/2  
**LANDS, HOTELS AND BUILDINGS.**  
Centrals b. \$101  
H. K. Hotels n. \$115  
Land Invest. n. \$101  
H. K. Est. b. \$7,60  
K'loon Lands n. \$38  
Shai Lands n. t. 92 1/2  
West Points s. \$56  
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Borneos n. \$8 1/2  
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Providents b. \$9,20  
Dairy Farms s. \$33  
Green Islands b. \$10 1/2  
H. K. Electric b. \$5 1/2  
H. K. Ice Co. n. \$160  
Ropes b. \$34  
Steel Foundries b. \$39 1/2  
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Trams, Peak, old b. \$1  
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Ewos sa. t. 167  
Kung Yiks b. t. 163  
Shai Cottons b. t. 135  
Yangtzeppos b. t. 6 1/2  
**MISCELLANEOUS.**  
Borneos n. \$8 1/2  
China Light & P. n. \$17 1/2  
Providents b. \$9,20  
Dairy Farms s. \$33  
Green Islands b. \$10 1/2  
H. K. Electric b. \$5 1/2  
H. K. Ice Co. n. \$160  
Ropes b. \$34  
Steel Foundries b. \$39 1/2  
Trams, Low Level b. \$7,30  
Trams, Peak, old b. \$1  
Trams, Peak, new b. \$1  
Laundries n. \$3 1/2  
U. Waterboats n. \$17,00  
Watsons b. \$7,90  
Wm. Powells s. \$5,90  
Morning Posts b. \$29

**DOCKS, WHARVES, GODOWNS, &C.**  
H. K. Wharves n. \$85  
Kowloon Docks b. \$123  
Shai Docks b. t. 92 1/2  
**LANDS, HOTELS AND BUILDINGS.**  
Centrals b. \$101  
H. K. Hotels n. \$115  
Land Invest. n. \$101  
H. K. Est. b. \$7,60  
K'loon Lands n. \$38  
Shai Lands n. t. 92 1/2  
West Points s. \$56  
**COTTON MILLS.**  
Ewos sa. t. 167  
Kung Yiks b. t. 163  
Shai Cottons b. t. 135  
Yangtzeppos b. t. 6 1/2  
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## BANKS.

## BANK OF CANTON LIMITED.

## HEAD OFFICE HONGKONG.

## FOREIGN EXCHANGE and General Banking Business Transacted.

## CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

## INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

## LOOK POON SEAN, Chief Manager.

## NOTICE.

## PEAK TRAMWAY CO LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 AM to 10.00 AM. Every 15 Min.  
10.00 AM to 12.00 PM. Every 15 Min.  
12.00 PM to 2.00 PM. Every 15 Min.  
2.00 PM to 4.00 PM. Every 15 Min.  
4.00 PM to 6.00 PM. Every 15 Min.  
6.00 PM to 7.00 PM. Every 15 Min.

## NIGHT CARS.

8.00 PM and 9.00 PM. Every 15 Min.  
10.00 PM to 11.00 PM. Every 15 Min.  
11.00 PM to 12.00 AM. Every 15 Min.

## SUNDAYS.

7.00 AM to 10.00 AM. Every 15 Min.  
10.00 AM to 12.00 PM. Every 15 Min.  
12.00 PM to 2.00 PM. Every 15 Min.  
2.00 PM to 4.00 PM. Every 15 Min.  
4.00 PM to 6.00 PM. Every 15 Min.  
6.00 PM to 7.00 PM. Every 15 Min.

## SPECIAL CARS.



